

The 30th December 1921.

BAY OF BENGAL—BURMA COAST.

Entrance to Port of Rangoon—Alteration in lighting.

No 507 (third publication).—

Date of alteration.—On or about 1st January 1922.

1. Subject.—The Spit light-vessel will be removed from its present position and will be moored in the following position. It will be painted red as at present but the word "Spit" will be painted out and the words "China Bakir" in white letters substituted.

Position.—Lat. 16° 6½' N., long. 96° 10' E., with China Bakir light-house bearing North (True), distant 10 miles.

Character.—Fixed white light.

Visibility.—12 miles.

2. Subject.—A Native Brig painted red, with lower masts only, with the word "Spit" painted in white letters on both sides, will be placed in the position now occupied by the present Spit light-vessel.

Position.—Lat. 16° 27' N., long. 96° 22' E.

Character.—Fixed white light.

Visibility.—10 miles.

Remarks.—A further notice will be issued.

Charts affected.—No. 833, Rangoon river and approaches.

„ 823, Koronge island to White Point.

„ 830, Bassein river to Pulo Penang.

„ 70, Bay of Bengal.

Publications.—List of Lights, Part VI, 1921, Nos. 643 and 646.

Bay of Bengal Pilot, 1910, pages 452 and 457.

Authority.—Principal Port Officer, Burma, Rangoon Notice, dated 20th December 1921.

INDIA—WEST COAST.

Harnai (Herni) Light—Alteration in character.

No. 508 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 149M. of 1921), are republished:—

Date of alteration.—On and from 24th December 1921.

Position.—On promontory.

Lat. 17° 48' N., long. 73° 06' E.

Abridged description.—Lt. F. Red. 95 Ft. vis. 6 m.

*Alteration.—The character of the light will be permanently altered from occulting to a *Fixed red*.*

Charts affected.—No. 738, Kundari Island to Boria Pagoda.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

Publications.—West Coast of India Pilot, 1919, page 207, Admiralty List of Lights, Part VI, 1921, No. 404, Indian List of Lights, 40th issue, No. 104.

Authority.—The Commissioner of Customs, Salt and Excise, Camp via Bombay, dated 16th December 1921.

P. G. GLANVILLE. COMMANDER, R.I.M.,

Dy. Port Officer of Calcutta



The Calcutta Gazette

WEDNESDAY, FEBRUARY 1, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,
Dy. Port Officer of Calcutta.

H. E. SPRY,
*Secretary to the Government of Bengal,
Marine Department (offg.).*

CALCUTTA, the 20th January 1922.

BAY OF BENGAL.

BURMA COAST.

Entrance to Port of Rangoon—Alteration in Lighting.

No. 45 (first publication)—

Former Notice—No. 507 of 1921.

1. *Subject.*—On the 17th January 1922 a light-vessel painted red with one mast and the words "China Bakir" painted in white letters on both sides was placed in the following position.

Position.—Lat. $16^{\circ} 6\frac{1}{2}'$ N., long. $96^{\circ} 10\frac{1}{2}'$ E. with China Bakir light-house bearing North (True) distant 10 miles.

Character.—A fixed white light.

Visibility.—12 miles.

2. *Subject.*—On the 11th January 1922 the Spit light-vessel was replaced by a Brig painted red, with lower masts only, with the word "Spit" painted in white letters on both sides.

Position.—Lat. $16^{\circ} 27'$ N., long. $96^{\circ} 22'$ E.

Character.—A fixed white light.

Visibility.—10 miles all round the horizon.

Elevation.—40 feet above water.

Charts affected.—No. 833, Rangoon river and approaches.

„ 823, Koronge Island to White point.

„ 830, Bassein river to Pulo Penang.

„ 70, Bay of Bengal.

Publications.—List of Lights, Part VI, 1921, Nos. 643 and 646.

Bay of Bengal Pilot, 1910, pages 452 and 457.

Authority.—Principal Port Officer, Burma, Rangoon, Notice No. 18 of 1922 and telegram, dated the 17th January 1922.

INDIA, EAST COAST.

Pamban—Alteration in character of light.

No. 46 (first publication).—

Former Notice.—No. 455 of 1921 is hereby cancelled.

Subject.—The alteration in the character of the light at Pamban will not now take place and the present group occulting white light will be continued as heretofore.

Position.—Lat. $9^{\circ} 17'$ N., long. $79^{\circ} 13'$ E.

Charts affected.—No. 70, Bay of Bengal.

„ 68a, Palk strait and Gulf of Manar.

„ 69, Gulf of Manar—Pamban Pass.

„ 3581, Approches to Pamban Pass.

„ 828, Cape Comorin to Cocanada.

Publications.—List of lights, Part VI, 1921, No. 542.

Bay of Bengal Pilot, 1910, page 182.

Authority.—Madras Notice No. 64 of 1921.

INDIA—WEST COAST—CALICUT.

Alteration in Character of Light.

No. 47 (first publication).—The following particulars, etc., relative to the above, issued by the Presidency Port Officer, Madras, in his Notice to Mariners (No. 67 of 1921), are republished:—

Subject.—On or after the 15th April 1922, the present occulting character of Calicut Light will be changed to a triple-flashing character. Particulars of light are as follow:—

Position.—Latitude $11^{\circ} 15'$ N.

Longitude $75^{\circ} 46'$ E.

Character of Light.—White Flashing Acetylene Light, giving three quick flashes every nine seconds, i.e., flash $\frac{3}{10}$ second, short darkness $\frac{1}{10}$ seconds, short darkness and long darkness $5\frac{1}{10}$ seconds.

Description of Tower.—Masonry Tower.

Height and Range.—About 50 feet above high water. Range 12 miles.

Arc of illumination.—All directions seaward.

Charts affected.—No. 747, Mount Dilli to Calicut.

„ 64, Sacrifice rock to Beipur.

„ 827, Vengurla to Cape Comorin.

„ 70, Bay of Bengal.

Publications.—West Coast of India Pilot, 1919, page 144.

List of Lights, Part VI, 1921, No. 453.

List of Light houses, and Light vessels in British India, 40th Issue, 1921, No. 138.

Authority.—Port Officer, Calicut.

SOUTH AUSTRALIA—SPENCER GULF.

Cape Elizabeth—Wrecked ketch "Lillie May".

No. 48 (first publication).—The President of the Marine Board, Adelaide, has given Notice (No. 6 of 1921) that the ketch *Lillie May* is lying sunk in about 6 fathoms, about one mile to the westward of the buoy marking the dangers off Cape Elizabeth. Mariners are cautioned to keep a good lookout when navigating the vicinity.

The position of the wreck is marked in the daytime by the vessel's topmast and at night by a white light shown therefrom.

This notice affects Admiralty chart No. 2389.

SOUTH AUSTRALIA—SPENCER GULF.

Port Pirie river—Alteration of light.

No. 49 (first publication).—The President of the Marine Board, Adelaide, has given Notice (No. 8 of 1921) that on and after the night of 12th December 1921, the fixed white light of No. 8 beacon, Port Pirie River, will be altered to an "AGA" flashing white light, flashing 120 times per minute.

Approximate position.—Lat. $33^{\circ} 7' 5''$ S., long. $138^{\circ} 1' 3''$ E.

This affects Admiralty charts Nos. 403, 2389, also Australia Pilot, vol. 1, page 224.

SOUTH AUSTRALIA.

Port Le Hunte—Buoy established.

No. 50 (first publication).—The President of the Marine Board, Adelaide, has given Notice (No. 9 of 1921) that a hauling-off buoy has been laid down on the southern side of Port Le Hunte Jetty, distant 300 ft. south of the inner end of jetty head, in 10 ft. at L. W. S.

Approximate position of jetty.—Lat. $32^{\circ} 6' S.$, long. $133^{\circ} 0' E.$

Chart affected.—No. 1061, Australia Pilot, vol. 1, page 100.

SOUTH AUSTRALIA—DENIAL BAY.

Approach to Port Thevenard—Buoyage.

No. 51 (first publication).—The following Notice to Mariners (No. 10 of 1921) issued by the President of the Marine Board, Adelaide, is republished:—

“With reference to Notice to Mariners, No. 5 of 1921, Masters of Vessels, Pilots and others are hereby informed that on or about the 18th October 1921, the red buoy marking the south side of Yatala Channel and the black buoy situated about 2½ cables south-easterly of Bird Rock will be removed, and the southern entrance to the dredged channel will be marked by a red buoy with staff and ball head on the starboard hand and a black buoy with staff and diamond head opposite on the port hand, the latter being about 1 cable south-south-westerly of No. 5 light beacon.

Approximate position of No. 5 beacon.—Lat. $32^{\circ} 11\frac{1}{2}'$ S., long. $133^{\circ} 38'$ E.

This affects Admiralty Charts Nos. 1061 and 2759B, and Australia Pilot, vol. I, page 108, and 1920 supplement thereto.”

CEYLON—WEST COAST.

Colombo Harbour—Corrections to Chart No. 914 with regard to Light-Buoys.

No. 19 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2024 of 1921), are republished:—

(1) *Position.*—At a distance of about 2½ cables south-westward from North-East breakwater lighthouse.

Lat. $6^{\circ} 57'$ N., long. $79^{\circ} 51'$ E. (approx.).

Description.—No. 52 light-buoy, exhibiting a *fixed red* light.

(2) *Position.*—At a distance of about 3½ cables southward from North-East breakwater lighthouse.

Description.—No. 33 light-buoy, exhibiting a *fixed green* light.

Remarks.—The above light-buoys are incorrectly shown as unlighted buoys on the latest edition of chart No. 914, which is to be corrected accordingly.

Chart affected.—No. 914, Colombo harbour.

Authority.—Hydrographic Department. (H. 6758-21.)

STRAIT OF MALACCA—NORTH KLANG STRAIT.

Tanjong Bakau Light—Alteration in Character.

No. 20 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2025 of 1921), are republished:—

Former Notice.—No. 1904 of 1920 (*This office No 12 of 1921*) hereby cancelled.

Position.—Lat. $3^{\circ} 04'$ N., long. $101^{\circ} 20'$ E. (approx.).

New abridged description.—Lt. Fl. ev. 22 sec., 15 ft., vis. 8 m. (U).

Alteration.—The character of the light has been altered from occulting white to *flashing white every twenty-two seconds*, thus:

| | |
|--------|----------|
| Flash. | eclipse. |
| 6 sec. | 16 sec. |

Remarks.—The light is unwatched; the other characteristics are unaltered.

Charts affected.—No. 3453, Klang strait and approaches.

„ 794, Pulo Berhala to Cape Rachado.

Publication.—List of Lights, Part VI, 1921, No. 754.

Authority.—Harbour Master, Selangor. (*H. 4372-21*.)

WESTERN AUSTRALIA.

Fremantle Approach—Amendments to Chart.

No. 21 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2026 of 1921), are republished:—

Position.—Examination anchorage, lat. $32^{\circ} 02'$ S., long. $115^{\circ} 42'$ E. (approx.).

Details.—The accompanying reproduction of a portion of chart No. 1058 shows the necessary corrections to that chart with regard to:—

- (i) Alterations in sectors of Woodman point light.
- (ii) Depths in the approach to Fremantle.
- (iii) Alteration in position of light-and-bell-buoy.
- (iv) Alteration in position of Pilots' boarding ground.

Remarks.—The leading line over Success bank is to be extended to the northward on chart No. 1058 clear of the compass rose, and the note relating to it on the chart transferred to the end of this extension.

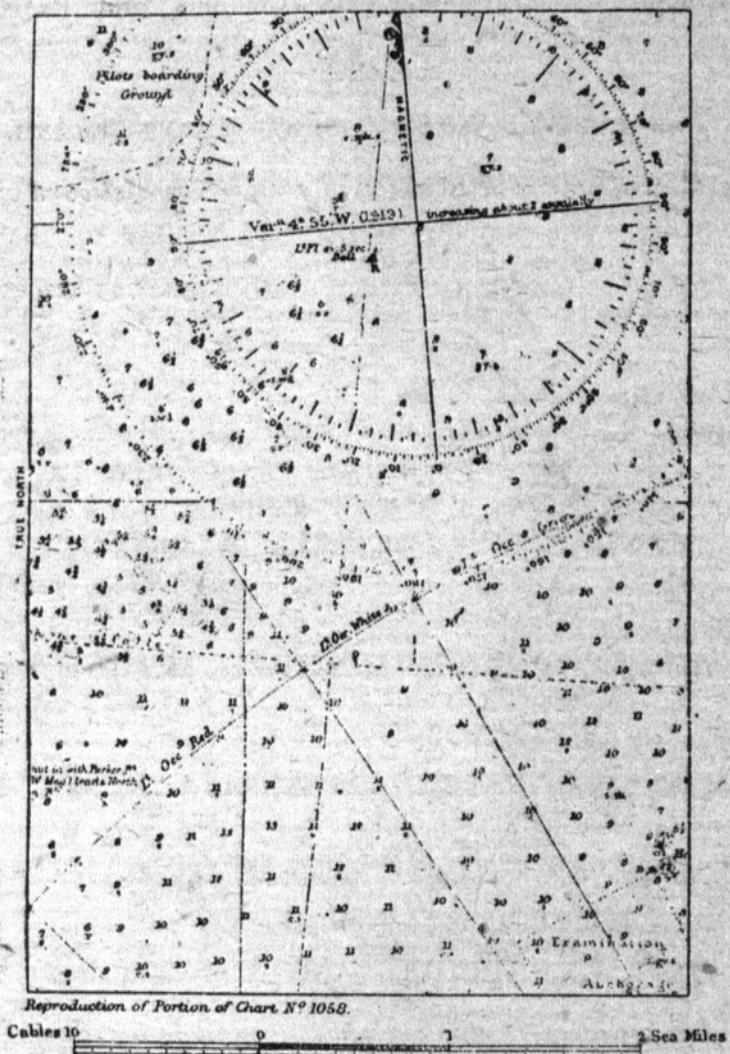
Charts affected.—No. 1058, Rottnest Island to Warnbro' sound.

„ 1033, Champion bay to Cape Naturaliste. (iii).

Publication.—List of Lights, Part VI, 1921, No. 2277.

Australia Pilot, Vol. V, 1914, pages 360, 361, 364.

Authority.—Fremantle Harbour Trust. (H. 5464-21.)



BORNEO, NORTH-EAST COAST—SANDAKAN HARBOUR.

Atjeh Rock—Light-buoy established in place of buoy.

No. 22 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2046 of 1921), are republished:—

Position.—Marking Atjeh rock, in the position formerly occupied by the red and white chequered unlighted buoy, which has been withdrawn.

Lat. $5^{\circ} 50' N.$, long. $118^{\circ} 07' E.$ (approx.)

Description.—A light-buoy painted red, exhibiting a *flashing white* light *every three seconds*.

Charts affected.—No. 950, Sandakan harbour.

„ 1649, Lankayan to Sandakan harbour.

„ 287, Gaya bay to Sandakan harbour.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 170; Supplement No. 5, 1920.

Authority.—Commissioner of Customs and Excise, Sandakan. (H. 6966-21.)

SUMATRA, WEST COAST—ENGANO ISLAND.

Kenemei Point—Amended Position of rock south-eastward of ; Existence of Shoal.

No. 23 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2047 of 1921), are republished:—

(1) *Amended position of rock:*

Position.—At a distance of about one mile north-westward from charted position and 0·50 of a mile, 120°, from the extremity of Kenemei point.

Lat. 5° 31' S., long 102° 15' E. (approx.)

Description.—A rock named "Black rock," 8 feet (2^m4) high.

(2) *Existence of shoal:*

Position.—At a distance of 2·0 miles, 120°, from the extremity of Kenemei point.

Depth.—2 fathoms (3^m7).

Chart affected.—No. 2761, Chingkuk bay to the Strait of Sunda.

Publication.—China Sea Pilot, Vol. I, 1916, page 467.

Authority.—Netherlands Government Chart. (H. 7021-21.)

EASTERN ARCHIPELAGO—KANGEANG ISLANDS.

Saubi Road—Amended positions and depths of reefs.

No. 24 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2048 of 1921), are republished:—

Former Notice.—No. 1047 of 1921. (This office No. 287 of 1921.)

(1) *Position.*—At a distance of about half a cable north-westward from charted position, and 1·29 miles, 119°, from the north-eastern extremity of Sepapang island.

Lat. 6° 56' S., long. 115° 26' E. (approx.).

Depth.—3 fathoms (5^m5), instead of less than 6 feet as shown on the chart.

(2) *Position.*—At a distance of about half a cable southward from charted position, and 1·29 miles, 131°, from the north-eastern extremity of Sepapang island.

Depth.—3¹/₂ fathoms (5^m9), instead of less than 6 feet as shown on the chart.

Chart affected.—No. 934, Plan of Saubi road.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 178.

Authority.—Hague Notice No. 1835 of 1921. (H. 6420-21.)

CHINA SEA, FRENCH INDO-CHINA—COASTS OF COCHIN CHINA AND ANNAM.

Mitho and Tourane W/T Stations—Wireless Weather Bulletins and Storm Signals.

No. 25 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2051 of 1921), are republished:—

(1) Mitho W/T station:

Position.—Lat. $10^{\circ} 21'$ N., long. $106^{\circ} 21'$ E. (approx.).

Call signal.—FCA.

Wave length.—600 to 2000 metres (normal 600 metres).

Details.—This station transmits at 0400 and 1800 G.M.T. (civil), and also on request, a weather bulletin *en clair*, followed when necessary by typhoon warnings.

The weather report issued by Fu Lien Meteorological Observatory (Haifong) is transmitted on request also.

(2) Tourane W/T station:

Position.—Lat. $16^{\circ} 07'$ N., long. $108^{\circ} 13'$ E. (approx.).

Call signal.—FLT.

Wave length.—300 to 1800 metres (normal 600 metres).

Details.—This station transmits on request the weather report issued by Fu Lien Meteorological Observatory (Haifong), and also typhoon warnings.

Publication.—List of Lights, Time Signals and Wireless Signals, 1921 (All Parts), Nos. 6228e, 6228f, 6359c and 6359d.

Authority.—Paris Notice No. 1431A of 1921. (H. 6117-21.)

BAY OF BENGAL—BURMA, GULF OF MARTABAN.

Moulmein River—Existence of Wreck; Caution with regard to Chart.

No. 26 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2070 of 1921), are republished:—

(1) Wreck:

Position.—On the Goodwin sands, at a distance of approximately 3 miles, 347° , from Green island lighthouse.

Lat. $16^{\circ} 07'$ N., long. $97^{\circ} 33'$ E. (approx.).

Description.—Wreck of the S.S. *War Puffin*, with two masts, funnel and bridge showing above high water.

(2) Caution with regard to chart:

The cautionary note under the title of chart No. 1845, regarding the unreliability of the chart, is to be altered to read:—

“CAUTION.”

“Owing to great changes invariably occurring after every monsoon in the channels banks and river bed, no reliance can be placed on this chart. Pilots are necessary and can be obtained at Amherst.”

Remarks.—The cautionary note near the river mouth concerning pilots is to be expunged from chart No. 1845, and a note “See Cautionary Note” is to be substituted.

Charts affected.—No. 1845, Moulmein river and approaches.

.. 3481, Moulmein river to Yè river. (1).

Publication.—Bay of Bengal Pilot, 1910, pages 486 to 495; Supplement No. 5, 1920.

Authority.—H.M.S. *Comus*, Hyd. Note No. 3 of 1921. (H. 6802-21.)

AUSTRALIA—QUEENSLAND.

Port Denison—Alteration in Position of Buoy.

No. 27 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2074 of 1921), are republished:—

Position.—At a distance of about one cable southward from charted position, and one mile, 222° , from North Head lighthouse.

Lat. $20^{\circ} 02'$ S., long. $148^{\circ} 16'$ E. (approx.).

Description.—A red can buoy with cage topmark.

Remarks.—The topmark of this buoy is not shown on chart No. 348 and is to be inserted.

Charts affected.—No. 2803, Port Denison.

348, Whitsunday island to Magnetic island.

Publication.—Australia Pilot, Vol. IV, 1917, page 152.

Authority.—H.M.A.S. *Sydney*, Hyd. Note No. 2 of 1921. (H. 7001-21.)

RED SEA, EASTERN SHORE—FARISAN ISLANDS.

Khor Seghir Approach—Existence of Shoal.

No. 28 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2081 of 1921), are republished:—

Position.—Jebel Mandhakh, lat. $16^{\circ} 50'$ N., long. $41^{\circ} 58'$ E. (approx.).

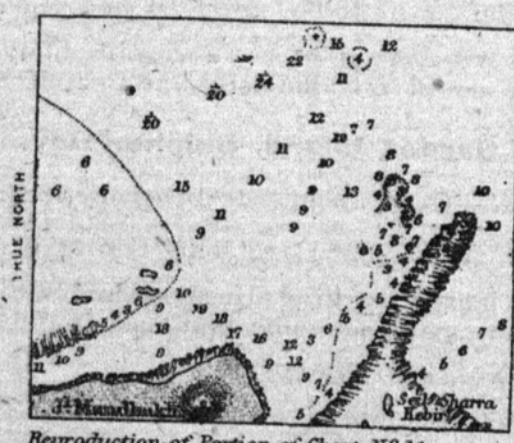
Details.—The existence of a shoal off the rocky spit northward of Jebel Katah, and corrections to the charts with regard to depths in the vicinity, are shown on the accompanying reproduction of portions of charts Nos. 14 and 8d.

Charts affected.—No. 14, Plan of Farisan island anchorages.

8d, Red sea—sheet IV.

Publication.—Red Sea, etc., Pilot, 1921, pages 307, 308.

Authority.—H.M.S. *Clematis*, Hyd. Note No. 4 of 1921. (H. 6675-21.)



Reproduction of Portion of Chart N° 14.

Cables 10 5 0 1 2 3 Sea Miles



Reproduction of Portion of Chart N° 8d.

0 5 10 15 Sea Miles

WESTERN AUSTRALIA—FREMANTLE HARBOUR APPROACHES.

(1) *Gage Roads—Intended Alterations in Buoyage.*

(2) *Challenger Pass—Buoys to be withdrawn; Caution.*

(3) *Garden island, Sulphur Bay—Buoys to be withdrawn.*

No. 29 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2086 of 1921), are re-published:—

(1) Gage Roads.

Date of alterations.—On or about 28th February 1922.

(1) Alteration in description of buoy:

Position.—On the western edge of Hall bank.

Lat. $32^{\circ} 02'$ S., long. $115^{\circ} 43'$ E. (approx.)

Alteration.—The black cask buoy will be replaced by a black perch buoy with staff and cage.

(2) Buoys to be withdrawn:

Details.—The black conical buoy with topmark marking the southern end of Beagle rocks and the red cask buoy marking the northern end of Minden reefs will be withdrawn and are to be expunged from the charts.

Lat. $32^{\circ} 04'$ S., long. $115^{\circ} 43'$ E. (approx.).

(2) Challenger Pass.

Date of withdrawal.—On or about 28th February 1922.

Position.—Challenger rock, lat. $32^{\circ} 08'$ S., long. $115^{\circ} 39'$ E. (approx.).

Details.—All the buoys marking the passage through Challenger pass are to be withdrawn, namely:—Challenger rock, Stag rocks, Three-fathom bank, Inside rock and North-East spit buoys. These buoys are to be expunged from the charts.

Caution.—On the withdrawal of the foregoing buoys, Challenger pass will be closed to traffic using the Port of Fremantle.

(3) Garden Island, Sulphur Bay.

Date of withdrawal.—On or about 28th February 1922.

Position.—Sulphur bay, lat. $32^{\circ} 11'$ S., long. $115^{\circ} 41'$ E. (approx.).

Details.—The red buoys marking Harding and Sulphur rocks will be withdrawn and are to be expunged from the charts.

Note.—No further Notice will be given.

Charts affected.—No. 1700, Fremantle harbour and Gage roads. (1) (2).
" 1058, Rottnest island to Warnbro' sound.

Publication.—Australia Pilot, Vol. V, 1914, pages 363, 364, 380 to 384.

Authority.—Fremantle Harbour Trust. (H. 7030-21.)

RED SEA APPROACH.

Suez Canal—Increased Maximum Draught for Vessels.

No. 30 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2089 of 1921), are re-published:—

Notice is given that from 1st January 1922 the maximum draught permitted for vessels passing through the Suez canal will be increased from 30 feet (9 $\frac{1}{2}$ m) as at present, to 31 feet (9 $\frac{3}{4}$ m).

The existing notes on the charts are to be amended accordingly, and the following note inserted on chart No. 233:—"Vessels of 31ft. 0in. draught are permitted to pass through the Canal (1922)."

Charts affected.—No. 3214, Ports Ibrahim and Thewfik.
 " 234, Port Said.
 " 233, The Suez canal.

Publication.—Red Sea, etc., Pilot, 1921, page 51.

Authority.—Suez Canal Company. (H. 7124-21.)

AUSTRALIA—QUEENSLAND, GREAT BARRIER REEF.

Mourilyan Harbour Approaches—Amendments to Charts with regard to Reefs.

No. 31 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2105 of 1921), are republished:—

Position.—Goudge bank, lat. 17° 39' S., long. 146° 24' E. (approx.).

Details.—The accompanying reproductions of portions of charts Nos. 2349 and 2763 show corrections to those charts with regard to reefs and depths in the approaches to Mourilyan harbour.

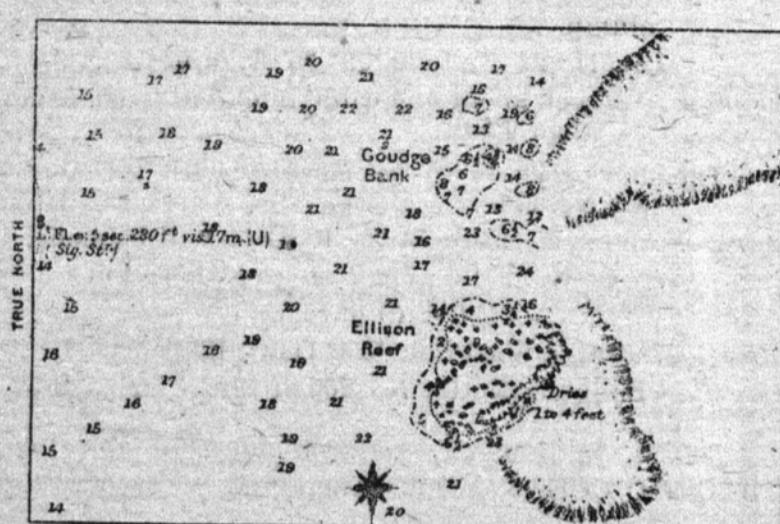
Note.—The above corrections have been embodied in the new edition of chart No. 2350 recently published.

Charts affected.—No. 2349, Magnetic island to Double point.

" 2763, Coral sea and Great Barrier reefs.

Publication.—Australia Pilot, Vol. IV, 1917, page 189.

Authority.—H. M. Surveying Vessel Sealark. (H. 6909-21.)



MALACCA STRAIT—SUMATRA, EAST COAST.

Selat Padang, South-Eastern Entrance—Alteration in Light on Light-Buoy.

No. 32 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2113 of 1921), are republished:—

Position.—In the south-eastern entrance to Selat Padang.

Lat. $1^{\circ} 14'$ N., long. $102^{\circ} 30'$ E. (approx.).

Alteration.—The character of the light on the light-buoy in the above position has been altered from flashing white to *fixed red*.

Charts affected.—No. 795, Cape Rachado to Singapore.

„ 1355, Malacca strait.

Publication.—China Sea Pilot, Vol. I, 1916, page 135.

Authority.—Hague Notice No. 2290 of 1921. (H. 7092-21.)

CHINA SEA—GULF OF SIAM, WESTERN SHORE.

Cone Clump—Rock south-eastward of.

No. 33 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2114 of 1921), are republished:—

Position.—At a distance of approximately 2·5 miles, 155° , from the islet situated near the shore eastward of the Cone clump.

Lat. $11^{\circ} 22'$ N., long. $99^{\circ} 36'$ E. (approx.).

Description.—A rock about one cable in extent, with a depth of less than 6 feet.

Note.—The above rock is to be marked with the note “P.D.” on chart No. 2719.

Remarks.—An examination of the locality will be made.

Charts affected.—No. 2719, Lem Tane to Koh Ta kut.

„ 2414, Gulf of Siam.

Publication.—China Sea Pilot, Vol. III, 1912, page 133.

Authority.—Bangkok Notice No. 260 of 1921. (H. 7153-21.)

SOUTH PACIFIC OCEAN—NEW CALEDONIA, SOUTH-WEST COAST

Isie Passage to Ducos Passage—Beacons established.

No. 34 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2115 of 1921), are republished:—

(i) *Position.*—On the edge of the reef extending south-westward from Isie island.

Lat. $21^{\circ} 54' 24''$ S., long. $165^{\circ} 51' 06''$ E.

(ii) *Position.*—On the edge of the reef extending westward from Testard island.

Lat. $21^{\circ} 56' 36''$ S., long. $165^{\circ} 54' 50''$ E.

Description.—In each case a red beacon; description not stated.

Chart affected.—No. 936b, New Caledonia—south-east part.

Publication.—Pacific Islands Pilot, Vol. II, 1918, pages 91, 92.

Authority.—Paris Notice No. 1589 of 1921. (H. 7072-21).

NEW GUINEA—CERAM ISLAND, NORTH COAST.

Sawai Harbour Approach—Existence of Shoal; Extension of Reef.

No. 35 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2122 of 1921), are republished:—

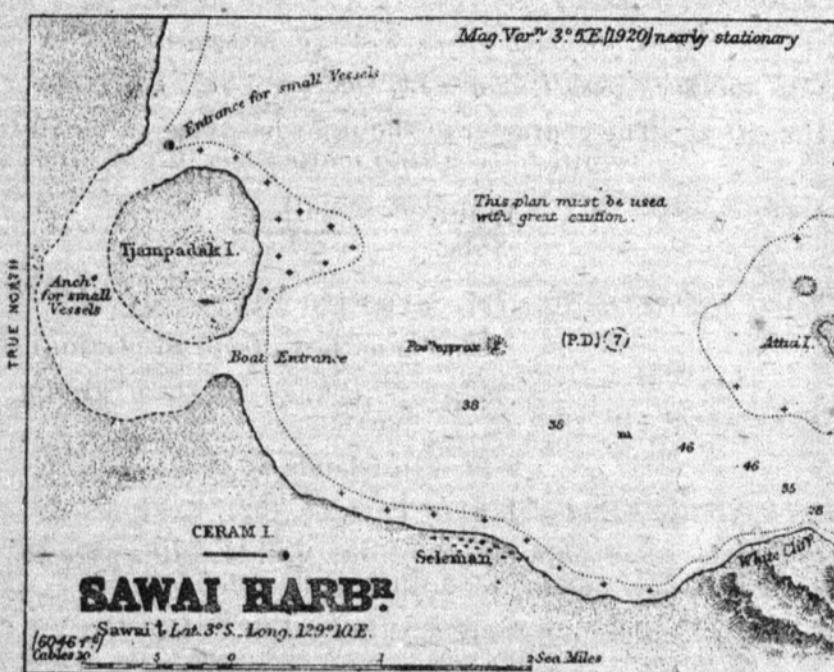
Position.—Tjampadak island, lat. $2^{\circ} 59' S.$, long. $129^{\circ} 06' E.$ (approx.).

Details.—The accompanying reproduction of portion of the under-mentioned plan on chart No. 930 shows the approximate position of a 2-fathom ($3^{\text{m}} 7$) shoal in the approach to Sawai harbour, together with the extension of the reef on the eastern side of Tjampadak island.

Chart affected.—No. 930, Plan of Sawai harbour.

Publication.—Eastern Archipelago Pilot, Part III, 1911, pages 125; 126; Supplement No. 6, 1921.

Authority.—Netherlands Government Chart. (H. 69°2-21.)



Reproduction of Portion of Chart No. 930.

PHILIPPINE ISLANDS—LUZON, EAST COAST, LAGONOV GULF.

Sabang—Light established.

No. 36 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2123 of 1921), are republished:—

Position.—On the beach at Sabang.

Lat. $13^{\circ} 43' 23'' N.$, long. $123^{\circ} 34' 48'' E.$

Abridged description.—Lt. F. R., 35 ft., vis. 7m.

Characteristics:

Character.—Fixed red.

Elevation.—35 feet ($10^{\text{m}} 7$).

Visibility.—7 miles.

Structure.—White concrete beacon, 30 feet ($9^{\text{m}} 1$) in height.

Chart affected.—No. 2577, Philippine islands between San Barnardo and Mindoro straits.

Publications.—List of Lights, Part VI, 1921, No. 1331.

Eastern Archipelago Pilot, Part I, 1911, page 590.

Authority.—U. S. A. Hyd. Office Notice No. 4236 of 1921. (H. 6991-21).

SOUTH PACIFIC OCEAN—FIJI ISLANDS, VANUA LEVU.

Savu Savu Bay—Alteration in Character of Light.

No. 37 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2125 of 1921), are republished:—

Position.—On Point reef.

Lat. $16^{\circ} 50' S.$, long. $179^{\circ} 17' E$ (approx.).

New abridged description.—Lt. Occ. ev. 5 sec., 23ft., vis. 5 m. (U).

Alteration.—The character of the light has been altered from fixed white to *occulting white every five seconds*, thus:

| Light. | eclipse. |
|--------|----------|
| 3 sec. | 2 sec. |

Charts affected.—No. 727, Savu Savu Bay.

„ 382, Vanua Levu (central portion), etc.

„ 440, Fiji islands—Eastern group, northern portion.

„ 2691, Fiji islands.

Publications.—List of Lights, Part VI, 1921, No. 3166.

Pacific Islands Pilot, Vol. II, 1918, page 403; Supplement No. 2, 1921.

Authority.—Colonial Secretary, Suva, Fiji. (H. 7157-21.)

JAPAN—INLAND SEA, IZUMI NADA.

Hyogo—Wreck southward of.

No. 38 (second publication).—The following particulars, etc., relative to the above issued by the British Admiralty (No. 2126 of 1921), are republished:—

Position.—At a distance of 8·40 cables, 202° , from Wada misaki light-house.

Lat. $34^{\circ} 3' N.$, long. $135^{\circ} 11' E$. (approx.).

Description.—Sunken wreck of a sailing vessel, with two masts showing above water.

Charts affected.—No. 2265, Kobe and Hyogo bays.

„ 16, Kobe and Osaka.

„ 3566, Izumi nada and Harima nada.

„ 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Tokyo Notice No. 343 of 1921. (H. 7145-21.)

KOREA, SOUTH-WEST COAST.

Ross Island (Kokuzan To)—Light and Fog-Signal established.

No. 39 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2127 of 1921), are republished:—

(1) Light:

Position.—Near the northern extremity of Ross Island.
Lat. $34^{\circ} 05' 40''$ N., long. $125^{\circ} 06' 08''$ E.

Abridged description.—Lt. Gp. Fl. (4) ev. 30 sec., 278 ft., vis. 23 m.

Characteristics:

Character.—Group flashing white showing four flashes every thirty seconds, thus:

| | |
|----------------------------|----------------------------|
| Four flashes. | eclipse. |
| $\frac{15 \text{ sec.}}{}$ | $\frac{15 \text{ sec.}}{}$ |

Elevation.—278 feet (84^m7).

Visibility.—23 miles, from 032° through east to 149° , and from 153° through south to 268° .

Power.—40,000 candles.

Structure.—White circular tower, 25 feet (7^m6) in height.

(2) Fog-signal:

Description.—A siren sounding one blast every fifty-five seconds, thus:

| | |
|---------------------------|----------------------------|
| Blast. | silent. |
| $\frac{5 \text{ sec.}}{}$ | $\frac{50 \text{ sec.}}{}$ |

Charts affected.—No. 3365, Port Hamilton to Mackau group.

„ 104, Korean Archipelago—southern portion.

„ 3480, Shantung promontory to Nagasaki.

„ 2347, Honshu, Kiusiu, and Shikoku, etc.

„ 1262, Honkong to Gulf of Liau-tung.

„ 1263, China Sea.

„ 781, Pacific Ocean—north-west sheet. (1).

„ 2459, North-west Pacific Ocean, etc. (1).

Publications.—List of Lights, Part VI, 1921, No. 1750a.

China Sea Pilot, Vol. V, 1912, page 645.

Authority.—Tokyo Notice No. 321 of 1921, and Chosen Notice No. 204 of 1921. (H. 7100 & 7324-21.)

RED SEA.

Suez Bay, Spit Light-buoy—Alteration in Character of Light.

No. 40 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2129 of 1921), are republished:—

Position.—On the eastern side of the dredged channel between the banks off Kad el Marakeb and Kalah Kebireh, about 9 cables eastward of Kalah Kebireh pole beacon.

Lat. $29^{\circ} 54'$ N., long. $32^{\circ} 33'$ E. (approx.)

Alteration.—The two fixed green (vertical) lights on this light-buoy have been replaced by two *flashing green* (vertical) lights *every five seconds*, thus :

| Flash, | eclipse. |
|----------|----------|
| 0.5 sec. | 4.5 sec. |

Charts affected.—No. 734, Suez bay.
,, 233, The Suez canal.

Publication.—Red Sea, etc., Pilot, 1921, page 75.

Authority.—Alexandria Notice No. 10 of 1921. (H. 7198-21.)

JAVA, NORTH COAST.

Cheribon Road—Existence of Wreck.

No. 41 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2140 of 1921), are republished:—

Position.—At a distance of approximately 1.80 miles, 054°, from the group flashing white light at the inner end of the eastern mole.

Lat. 6° 42' S., long. 108° 36' E. (approx.).

Description.—Sunken wreck of a coal barge.

Charts affected.—No. 932, Plan of Cheribon road.

,, 1653, Island of Java—western portion.

,, 941a, Eastern archipelago—sheet 1.

Authority.—Hague Notice No. 2368 of 1921. (H. 7281-21.)

EASTERN ARCHIPELAGO—BALI ISLAND, NORTH COAST.

St Nicholas (Chelukan Trima) Bay—Existence of a Reef.

No. 42 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2154 of 1921), are republished:—

Position.—South-eastward of the large drying reef near the centre of the bay.

Lat. 8° 08' 41" S., long. 114° 31' 55" E. (approx.).

Description.—A coral reef with a least depth of 2½ fathoms (4^m6).

Chart affected.—No. 2732, Plan of St. Nicholas, Banjuwedan and Pega metan bays.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 209.

Authority.—Hague Notice No. 2309 of 1921. (H. 7206-21.)

AFRICA, EAST COAST—TANGANYIKA TERRITORY.

Dar es Saluam Harbour Entrance—Buoy established.

No. 43 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2155 of 1921), are republished:—

Position.—At a distance of about 8 cables northward of Ras Kongoni.

Lat. 6° 48' 26" S., long. 38° 18' 49" E.

Description.—A conical buoy painted in black and white chequers, and known as Makatumbé Patch buoy.

Chart affected.—No. 674, Dar es Salaam and adjoining anchorages, with plan.

Publication.—Africa Pilot, Part III, 1915, page 377.

Authority.—Chief Secretary, Dar es Salaam. (H. 7462-21.)

PERSIAN GULF.

Kais Island—Light-Vessel replaced on Station.

No. 44 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 151M of 1921), are republished:—

Former Notice.—No. 150 M. of 1921. (This office No. 16 of 1922.)

Position.—At a distance of about 1 mile south of Kais island, moored in a depth of 10 fathoms.

Lat. $26^{\circ} 28\frac{1}{2}'$ N., long. $53^{\circ} 58'$ E. (approximate).

Details.—The Kais Island Light-Vessel, which had broken adrift from her moorings, has been re-established in the above position.

Chart affected.—No. 2837a, Persian Gulf, eastern sheet.

Publications.—List of Lights, Part VI, 1921. No. 300. Indian List of Lights, 40th issue, 1921. No. 36. Persian Gulf Pilot, 1915, page 238.

Authority.—Commanding Officer, R. I. M. S. Nearchus. Telegram, dated 26th December 1921.

The 6th January 1922.

NEW ZEALAND, SOUTH ISLAND—OTAGO HARBOUR ENTRANCE.

Taiaroa Head Light—Alteration in Character.

No. 1 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1973 of 1921), are republished:—

Position.—Lat. $45^{\circ} 47'$ S., long. $170^{\circ} 45'$ E. (approx.).

New abridged description.—(U) Lt. Gp. Fl. (2) ev. 10 sec., 196 ft., vis. 20 m.

Alteration.—The character of the light has been altered from fixed red to group flashing white, showing two flashes every ten seconds, thus:

| Flash, | eclipse, | flash, | eclipse. |
|----------|----------|----------|----------|
| 0.5 sec. | 2.0 sec. | 0.5 sec. | 7.0 sec. |

Remarks.—The light is now unwatched; in other respects the light is unaltered.

Note.—The arcs of visibility, as given in the List of Lights, are to be shown on chart No. 2411.

Charts affected.—No. 2411, Otago harbour, with plan.

" 2532, Banks peninsula to Otago.

" 2533, Otago to Mataura river.

" 3629, Hokitika to Otago harbour.

" 1212, New Zealand.

" 788, Melbourne to Cape Horn—western sheet.

Publication.—List of Lights, Part VI, 1921, No. 3038.

Authority.—Wellington Notice No. 49 of 1921. (H. 6706-21.)

EASTERN ARCHIPELAGO—MISOÖL, NORTH COAST.

Gam Island—Reefs in vicinity of.

No. 2 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1975 of 1921), are re-published:—

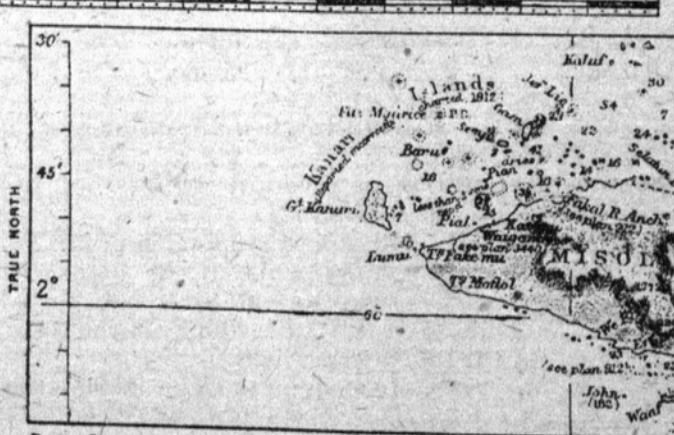
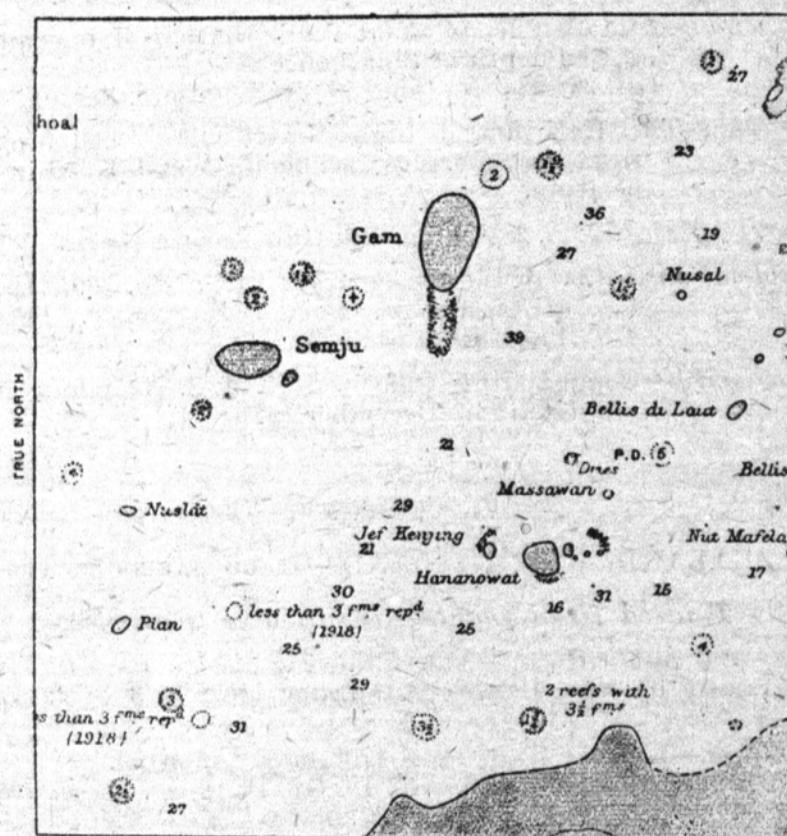
Position.—Gam island, lat. $1^{\circ} 39' S.$, long. $129^{\circ} 55' E.$ (approx.).

Details.—The accompanying reproduction of portions of charts Nos. 3744 and 942b shows the necessary corrections to those charts with regard to reefs in the vicinity of Gam island and off the north coast of Misoöl.

Charts affected.—No. 3744, Tafnjong Suabur to Kabu islands.
 , , 942b, Eastern archipelago—sheet 4.

Publication.—Eastern Archipelago Pilot, Part III, 1911, pages 109, 110.

Authority.—Hague Notice No. 2076 of 1921. (H. 6432-21.)



PHILIPPINE ISLANDS—LUZON. LAMON BAY.

Gerardo Point—Light to be expunged from Charts.

No. 3 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1978 of 1921), are re-published:—

Position.—Lat. $14^{\circ} 14'$ N., long. $121^{\circ} 55'$ E. (approx.).

Description.—A fixed red light.

Remarks.—This light is to be expunged from the charts.

Charts affected.—No. 2577, Philippine islands between San Bernardino and Mindoro straits.

“ 943, Molucca passage to Manila.

Publications.—List of Lights, Part VI, 1921, No. 1323.

Eastern Archipelago Pilot, Part I, 1911, page 546; Supplement No. 5, 1920.

Authority.—United States List of Lights, 1920. (H. 6674-21.)

SOUTH AUSTRALIA—DENIAL BAY.

Yatala Channel—Information with regard to Lighting.

No. 4 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1979 of 1921), are re-published:—

(1) *Light discontinued:*

Position.—On Bird rock.

Lat. $32^{\circ} 11'$ S., long. $133^{\circ} 37'$ E. (approx.).

Description.—A flashing white and red light.

Remarks.—This light has been discontinued and is to be expunged from the charts.

(2) *Light-beacons established:*

Details.—The channel leading to Murat bay is now marked by 7 light-beacons.

Note.—The note “*marked by light-beacons*” is to be placed against this channel on the plan of Denial and Smoky bays on chart No. 1061.

Chart affected.—No. 1061, Cape Catastrophe to the Great Australian bight, with plan.

Publications.—List of Lights, Part VI, 1921, No. 2293.

Australia Pilot, Vol. I, 1918, pages 109, 110; Supplement No. 3, 1921.

Authority.—Adelaide Notice No. 5 of 1921. (H. 6609-21.)

AUSTRALIA—QUEENSLAND, EAST COAST.

Capricorn Channel—Breaker reported.

No. 5 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1980 of 1921), are re-published:—

Position.—At a distance of 10 miles, 019° , from North Reef lighthouse.

Lat. $23^{\circ} 02'$ S., long. $152^{\circ} 00'$ E. (approx.)

Details.—From North Reef lighthouse the sea was observed to break heavily in the above position while a heavy swell was running, no other broken water being visible.

Note.—The position is to be encircled by a danger line on the charts and marked with the note “*Breaker reported (1921)*.”

Charts affected.—No. 346, Keppel isles to Percy isles.

“ 2763, Coral sea and Great Barrier reefs—sheet 1.

“ 2759a, Australia—northern portion.

Publication.—Australia Pilot, Vol. IV, 1917, page 67.

Authority.—Melbourne Notice No. 3B of 1921. (H. 4227-21.)

CHINA SEA—GULF OF SIAM.

Koh Pra Anchorage—Existence of Rock.

No. 6 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1982 of 1921), are republished:—

Position.—At a distance of 8·10 cables, 006°, from the 75 foot (northern) summit on Hin Kadai.

Lat. 12° 37' N., long. 100° 52' E. (approx.).

Description.—A rock with a depth of 2½ fathoms (4^m 6).

Charts affected.—No. 3727, Plan of Koh Pra anchorage.

“ 2720, Koh Ta kut to Cape Liant.

Publication.—China Sea Pilot, Vol. III, 1912, page 164.

Authority.—Bangkok Notice No. 232 of 1921. (H. 6824-21.)

CHINA, SOUTH COAST—HONG KONG ISLAND, NGANCHAU.

Nganchau am Pai—Decreased Depth.

No. 7 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1993 of 1921), are republished:—

Position.—At a distance of about 1½ cables westward from the western end of Nganchau.

Lat. 22° 13' N., long. 114° 11' E. (approx.).

Details.—The least depth on this rock is 1½ fathoms (2^m 3), and not 2½ fathoms as hitherto shown on the charts.

Charts affected.—No. 3429, East Lamma channel.

“ 1466, Hongkong.

“ 1180, Approaches to Hongkong.

“ 3026, Macao to Pedro Blanco, including Hongkong.

“ 1962, Hongkong to The Brothers.

Publication.—China Sea Pilot, Vol. III, 1912, page 521.

Authority.—Hongkong Government Gazette, No. S. 258 of 1921

(H. 6832-21.)

CHINA SEA—FORMOSA.

Bashi Channel—Non-existence of Rocks; Amended Position of Rock.

No. 8 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1995 of 1921), are republished:—

(1) Non-existence of rocks:

(a) Forest Belle rock:

Position.—Lat. 21° 51' N., long. 121° 35' E. (approx.).

(b) North Bashi rock:

Position.—Lat. 21° 12' N., long. 122° 06' E. (approx.).

Remarks.—The above rocks do not exist and are to be expunged from the charts.

(2) Amended position of Gadd rock:

Position.—At a distance of 1·50 miles, 345° , from charted position.

Lat. $21^{\circ} 44'$ N., long. $121^{\circ} 37'$ E. (*approx.*).

Description.—A rock, about half a cable in extent, with a depth of $1\frac{1}{2}$ fathoms ($2^{\text{m}}7$).

Remarks.—This rock, together with the depths in its immediate vicinity, is to be moved on the charts as indicated above.

Charts affected.—No. 1968, Formosa island and strait. (1) (a) and (2).

- „ 2454, Northern portion of the island of Luzon.
- „ 2661b, China sea, northern portion—eastern sheet. (1).
- „ 1263, China sea. (1).
- „ 1262, Hongkong to Gulf of Liau-tung. (1) (a).
- „ 2483, Atlantic and Indian oceans, &c. (1) (b).
- „ 2683, Pacific ocean. (1) (b).

Publication.—China Sea Pilot, Vol. V, 1912, pages 197, 198.

Authority.—Tokyo Notices Nos. 306, 317 of 1921. (H. 6687-21.)

CHINA SEA—TONG KING GULF.

Haifong Approach—Light-Buoy established ; Buoy withdrawn.

No. 9 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1996 of 1921), are republished:—

Position.—At the entrance to Kua Nam Trieu dredged channel, at a distance of 3·70 miles, 266° , from Rock "A."

Lat. $20^{\circ} 42'$ N., long. $106^{\circ} 56'$ E. (*approx.*).

Description.—A red conical light-buoy exhibiting a *fixed red* light.

Remarks.—The unlighted red conical buoy with conical topmark close northward of the above position has been withdrawn and is to be expunged from the charts.

Charts affected.—No. 775, Approaches to Haifong.

„ 1965, Kua lakh to Kao tao islands.

Publication.—China Sea Pilot, Vol. III, 1912, page 278.

Authority.—Paris Notice No. 1560 of 1921. (H. 6707-21.)

RED SEA, EASTERN SHORE.

Ras el Askar Approaches—Buoys to be expunged from Charts.

No. 10 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1997 of 1921), are republished:—

(i) *Position.*—On the eastern side of Katat el Awwal in Enterprise channel, and at a distance of about 5 miles north-westward from the north-western extreme of Jinnabiyat island.

Lat. $19^{\circ} 50'$ N., long. $40^{\circ} 32'$ E. (*approx.*).

Description.—A black and white spherical buoy surmounted by a staff, marked "Liable to shift" on the chart.

(ii) *Position*.—Marking Katat Kashafi, situated about $2\frac{1}{2}$ cable south-eastward from Mohamid island.

Lat. $19^{\circ} 46' N.$, long $40^{\circ} 36' E.$ (*approx.*).

Description.—A buoy surmounted by a staff.

Remarks.—The above buoys are to be expunged from the chart.

Chart affected.—No. 14, Plan of Approaches to Ras el Askar.

Publication.—Red Sea and Gulf of Aden Pilot, 1921, page 252.

Authority.—H.M.S. *Clematis*, Hyd. Note No. 5 of 1921. (H. 6676-21.)

MALACCA STRAIT.

Aroa Islands—Shoal Depth north-eastward of.

No. 11 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2003 of 1921), are republished:—

Position.—At a distance of about $16\frac{1}{2}$ miles north-eastward of Aroa islands lighthouse.

Lat. $3^{\circ} 04' 00'' N.$, long. $100^{\circ} 46' 10'' E.$ (*approx.*).

Details.—A depth of 11 fathoms (20^ml), mud, was obtained in the above position.

Remarks.—The position has not been examined.

Note.—The depth is to be marked on the charts with the note “*Khyber (1921) P.A. Not exam^d.*”

Charts affected.—No. 794, Pulo Berhala to Cape Rachado.

„ 1355, Malacca strait.

Publication.—China Sea Pilot, Vol. I, 1916, page 224.

Authority.—Captain Butler, S.S. *Khyber*. (H. 5541-21.)

CHINA SEA—SINGAPORE STRAIT.

(1) *Pulo Tekong Besar—Amendments to Charts with regard to Shoals and Rocks in vicinity of.*

(2) *Johor Bahru (New Johor)—Light-Floats established to mark Causeway under construction.*

No. 12 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2005 of 1921), are republished:—

(1) **Pulo Tekong Besar.**

Position.—Tanjong Gongong, lat. $1^{\circ} 24' N.$, long. $104^{\circ} 05' E.$ (*approx.*).

Details.—The accompanying reproduction of portions of charts Nos. 2403, 2757 and 3543 shows the necessary corrections to those charts with regard to depths and rocks in the vicinity of Pulo Tekong Besar.

(2) **Johor Bahru (New Johor).**

Position.—Near mid-channel between Woodlands railway terminus and Sungi Aket.

- (i) Lat. $1^{\circ} 27' 11'' N.$, long. $103^{\circ} 46' 23'' E.$ (*approx.*).
- (ii) Lat. $1^{\circ} 27' 02'' N.$, long. $103^{\circ} 46' 25'' E.$ (*approx.*).

Description.—Each a red boat-shaped light-float with one mast carrying a red diamond shape as daymark, and exhibiting by night a *white* light over a *red* light at the yardarm on the side nearest the channel.

Remarks.—Vessels navigating the vicinity should pass between the two light-floats.

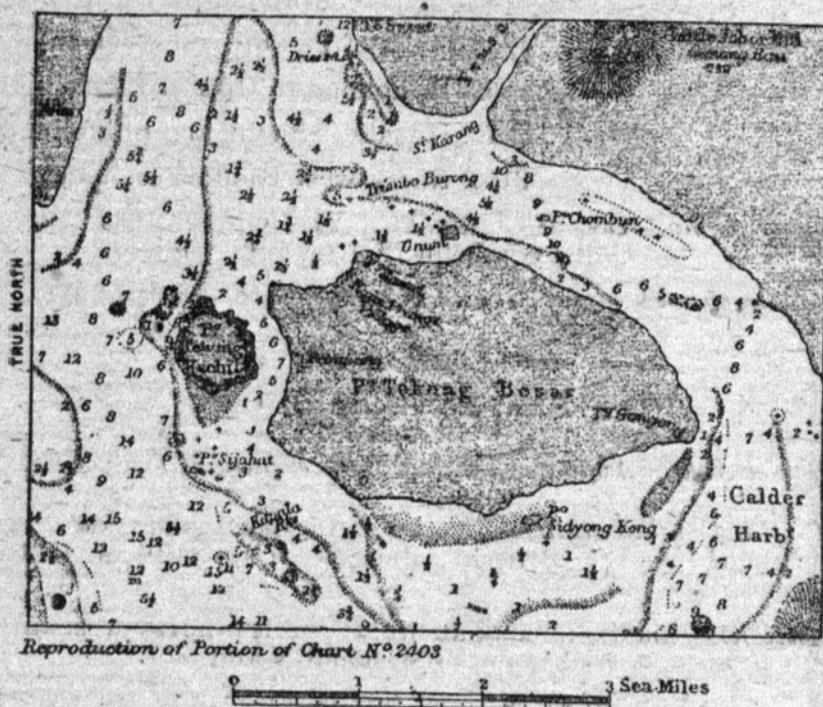
Charts affected.—No. 2403, Singapore strait.

,, 2757, Banka strait to Singapore. (1).

,, 3543, Approaches to Singapore. (1).

Publications.—List of Lights, Part VI, 1921, No. 794*e*, 794*f*.
China Sea Pilot, Vol. I, 1916, pages 288, 289, 301.

Authority.—Hydrographic Department. (H. 6382 & 6383-21.)



CHINA, NORTH COAST—SHANTUNG.

North-East Promontory Light—Red Sectors discontinued.

No. 13 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2014 of 1921), are re-published:—

Former Notice.—No. 1171 of 1921. (This office No. 315 of 1921.)

Position.—Lat. $37^{\circ} 24'$ N., long $122^{\circ} 42'$ E. (approx.).

New abridged description.—Lt. Gp. Fl. (2) ev. 15 sec., 220 ft., vis. 21 m.

Alteration.—The red sectors of this light have been discontinued and the light now shows *group flashing white* all round the horizon except where obscured by the land.

Remarks.—The light is visible 21 miles; the other characteristics of the light remain unchanged.

Charts affected.—No. 3457, Li tau bay to Chu tau.

„ 3491, Shitau bay to North-east promontory.

„ 1255, Kyau chau bay to Lai chau bay.

„ 3480, Shantung promontory to Nagasaki.

„ 1256, Gulfs of Pe chili and Liau tung.

„ 1262, Hongkong to Gulf of Liau tung.

„ 2347, Honshū, Kiusiu, and Shikoku, &c.

„ 2459, North-west Pacific ocean, &c.

Publications.—List of Lights, Part VI, 1921, No. 1633.

China Sea Pilot, Vol. V, 1912, page 446.

Authority.—Shanghai Notice No. 737 of 4th October 1921. (H. 6888-21.)

RED SEA, EASTERN SHORE.

Ras el Askar Approach—Shoal to be expunged from Chart.

No. 14 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2016 of 1921), are re-published:—

Position.—At a distance of about $2\frac{1}{2}$ cables north-westward of the northern end of Mohamid island.

Lat. $19^{\circ} 47'$ N., long. $40^{\circ} 36'$ E. (approx.).

Description.—A $3\frac{1}{2}$ -fathom shoal, marked “P.A.” on the charts.

Remarks.—The above shoal, which is shown on some copies of the plan quoted below, is to be expunged.

Chart affected.—No. 14, Plan of approaches to Ras el Askar.

Publication.—Red Sea, &c., Pilot, 1921, page 254.

Authority.—Hydrographic Department. (H. 6870-21.)

BAY OF BENGAL—INDIA.

Cocanada Bay—Buoy established.

No 15 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2017 of 1921), are re-published:—

Position.—At a distance of one mile and 6·3 cables, 111° , from Vakalapudi lighthouse.

Lat. $17^{\circ} 00'$ N., long. $82^{\circ} 19'$ E. (approx.).

Description.—A large black pillar buoy.

Chart affected.—No. 1711, Narasapur point to Bimlipatam, with plan of Cocanada bay.

Publication.—Bay of Bengal Pilot, 1910, page 244.

Authority.—H.M.S. *Comus*, Hyd. Note No. 2 of 1921. (H. 6804-21.)

PERSIAN GULF.

Kais Island—Light-Vessel temporarily out of Position.

No. 16 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 150M. of 1921), are republished:—

Position.—Lat. $26^{\circ} 28\frac{1}{2}'$ N., long $53^{\circ} 57\frac{1}{2}'$ E.

Details.—The Kais Island Light-Vessel is not in her position and no light is being shown.

Remarks.—Further notice will be given when the above Light-Vessel has been replaced on its station.

Chart temporarily affected.—No. 2837a, Persian Gulf—eastern sheet.

Authority.—Director of the Royal Indian Marine, Bombay.

BAY OF BENGAL—CHITTAGONG COAST.

*Chittagong (Karnafuli) river—Alteration in the Leading Marks, Buoys and depth of water.***No. 17-I (third publication).**—

Subject.—(i) The following alterations of the Leading Marks and Buoys are made over outer and inner bars:—

Black Diamond has been moved $90^{\circ} 35'$ (N. 90° E. Mag.) 192 feet.

White Disc in line with Black Diamond $46^{\circ} 10'$ (N. $45^{\circ} 35'$ E. Mag.) leads over outer and inner bars.

Track No. I—Outer Bar (Disc on Diamond) $11' 0''$.

Track No. II.—Inner Bar (Disc on Diamond) $9' 0''$.

Batten Beacon & Coomb's Pillar, $10' 6''$.

(ii) Middle black buoy of outer bar has been moved $341^{\circ} 20'$ (N. $19^{\circ} 15'$ W. Mag.) 140 feet.

(iii) Outer black buoy of outer bar has been moved $308^{\circ} 5'$ (N. $52^{\circ} 30'$ W. Mag.) 470 feet.

Variation.— $0^{\circ} 35'$ E.

Chart affected.—No. 84, Chittagong (Karnafuli) river.

Publication.—Bay of Bengal Pilot, 1910, page 322.

Authority.—Port Officer, Chittagong, notice dated 29th December 1921.

BAY OF BENGAL.

Caution. *Report of derelict brig "Princess of Wales."*

No. 18 (third publication).—

Subject.—Brig "Princess of Wales" of Moulmein was abandoned on the 25th December 1922 in the following position:—

Position (Approx.).—Lat. $8^{\circ} 21'$ N., long. $92^{\circ} 43'$ E.

Caution.—Mariners are hereby warned.

Charts affected.—No. 70, Bay of Bengal.

„ 830, Bassein river to Pulo Penang.

„ 840, Nicobar Islands.

Authority.—Principal Port Officer, Burma, Rangoon, telegram dated 6th January 1922.

P. G. GLANVILLE, COMMANDER, R.I.M.,
Dy. Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, FEBRUARY 8, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Dy. Port Officer of Calcutta.

H. E. SPRY,

*Secretary to the Government of Bengal,
Marine Department (offg.).*

CALCUTTA, the 27th January 1922.

INDIA—EAST COAST.

Cuddalore light—Alteration in character.

No. 52 (first publication)—

Former Notice.—No. 444 of 1921.

*Subject.—The date of alteration in the character of Cuddalore light
is postponed till on or after the 20th March 1922.*

Authority.—Madras Notice No. 65 of 1921.

INDIA—EAST COAST.

Negapatam light—Alteration in character.

No. 53 (first publication)—

Former Notice.—No. 453 of 1921.

*Subject.—The date of alteration in the character of the Negapatam
light is postponed till the 27th March 1922.*

Authority.—Madras Notice No. 66 of 1921.

PERSIAN GULF.

Shatt-al-Arab Entrance—Alteration in position of Inner Green Gas Buoy.

No. 54 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 2M. of 1922), are republished:—

Former Notice.—No. 111-M. of 1921. (*This Office No. 401 of 1921.*)

New position.—At a distance of about 5 miles, 323° , from Tidal Semaphore. Lat. $29^{\circ}54\frac{1}{4}'$ N., long. $48^{\circ}39\frac{1}{4}'$ E.

Description.—Black can light-buoy with flashing green light.

Remarks.—This light-buoy now marks the eastern extremity of starboard hand side of the channel.

Charts affected.—No. 1253, Shatt-al-Arab, Outer bar to Fao.

„ 1235, Mouth of the Euphrates.

Publications.—Persian Gulf Pilot, 1915, page 281; Supplement No. 6, 1921. Indian List of Lights, 40th issue, 1921, No. 30.

Authority.—The Port Officer, Basrah, dated 16th December 1921.

INDIA—WEST COAST. BOMBAY HARBOUR.

Steam Pilot Vessel replaced by Pilot Schooner for about six weeks from 5th January 1922.

No. 55 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 3M. of 1922), are republished:—

Former Notice.—No. 143-M. of 1921. (*This Office No. 499 of 1921.*)

Position.—Sunk Rock Light House N. (T) Malabar Point & Colaba Point.

Details.—The Steam Pilot Vessel has been withdrawn and replaced by the Sailing Pilot Schooner painted black with white band, and No. 1 painted on each bow. The usual pilot flag at the foremast head will be displayed.

Remarks.—The Steam Pilot Vessel was actually taken off her station and relieved by the Sailing Schooner on 5th January 1922.

Charts affected.—No. 655, Port of Bombay.

„ 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

Publication.—West Coast of India Pilot, 1919, page 228.

Authority.—The Port Officer, Bombay, 5th January 1922.

The 20th January 1922.

BAY OF BENGAL.

BURMA COAST.

Entrance to Port of Rangoon—Alteration in Lighting.

No. 45 (*second publication*)—

Former Notice.—No. 507 of 1921.

1. *Subject*.—On the 17th January 1922 a light-vessel painted red with one mast and the words "China Bakir" painted in white letters on both sides was placed in the following position.

Position.—Lat. $16^{\circ} 6\frac{1}{2}'$ N., long. $96^{\circ} 10\frac{1}{2}'$ E. with China Bakir light-house bearing North (True) distant 10 miles.

Character.—A fixed white light.

Visibility.—12 miles.

2. *Subject*.—On the 11th January 1922 the Spit light-vessel was replaced by a Brig painted red, with lower masts only, with the word "Spit" painted in white letters on both sides.

Position.—Lat. $16^{\circ} 27'$ N., long. $96^{\circ} 22'$ E.

Character.—A fixed white light.

Visibility.—10 miles all round the horizon.

Elevation.—40 feet above water.

Charts affected.—No. 833, Rangoon river and approaches.

„ 823, Koronge Island to White point.

„ 830, Bassein river to Pulo Penang.

„ 70, Bay of Bengal.

Publications.—List of Lights, Part VI, 1921, Nos. 643 and 646.

Bay of Bengal Pilot, 1910, pages 452 and 457.

Authority.—Principal Port Officer, Burma, Rangoon, Notice No. 18 of 1922 and telegram, dated the 17th January 1922.

INDIA, EAST COAST.

Pamban—Alteration in character of light.

No. 46 (second publication).—

Former Notice.—No. 455 of 1921 is hereby cancelled.

Subject.—The alteration in the character of the light at Pamban will not now take place and the present group occulting white light will be continued as heretofore.

Position.—Lat. $9^{\circ} 17'$ N., long. $79^{\circ} 13'$ E.

Charts affected.—No. 70, Bay of Bengal.

„ 68a, Palk strait and Gulf of Manar.

„ 69, Gulf of Manar—Pamban Pass.

„ 3581, Approches to Pamban Pass.

„ 828, Cape Comorin to Cocanada.

Publications.—List of lights, Part VI, 1921, No. 542.

Bay of Bengal Pilot, 1910, page 182.

Authority.—Madras Notice No. 64 of 1921.

INDIA—WEST COAST—CALICUT.

Alteration in Character of Light.

No. 47 (second publication).—The following particulars, etc., relative to the above, issued by the Presidency Port Officer, Madras, in his Notice to Mariners (No. 67 of 1921), are republished:—

Subject.—On or after the 15th April 1922, the present occulting character of Calicut Light will be changed to a triple-flashing character. Particulars of light are as follow:—

Position.—Latitude $11^{\circ} 15'$ N.

Longitude $75^{\circ} 46'$ E.

Character of Light.—White Flashing Acetylene Light, giving three quick flashes every nine seconds, i.e., flash $\frac{3}{10}$ second, short darkness $\frac{1}{10}$ second, short darkness and long darkness $5\frac{1}{10}$ seconds.

Description of Tower.—Masonry Tower.

Height and Range.—About 50 feet above high water. Range 12 miles.

Arc of illumination.—All directions seaward.

Charts affected.—No. 747, Mount Dilli to Calicut.

„ 64, Sacrifice rock to Beipur.

„ 827, Vengurla to Cape Comorin.

„ 70, Bay of Bengal.

Publications.—West Coast of India Pilot, 1919, page 144.

•List of Lights, Part VI, 1921, No. 453.

List of Light houses, and Light vessels in British India, 40th Issue, 1921, No. 138.

Authority.—Port Officer, Calicut.

SOUTH AUSTRALIA—SPENCER GULF.

Cape Elizabeth—Wrecked ketch "Lillie May".

No. 48 (second publication).—The President of the Marine Board, Adelaide, has given Notice (No. 6 of 1921) that the ketch *Lillie May* is lying sunk in about 6 fathoms, about one mile to the westward of the buoy marking the dangers off Cape Elizabeth. Mariners are cautioned to keep a good lookout when navigating the vicinity.

The position of the wreck is marked in the daytime by the vessel's topmast and at night by a white light shown therefrom.

This notice affects Admiralty chart No. 2389.

SOUTH AUSTRALIA—SPENCER GULF.

Port Pirie river—Alteration of light.

No. 49 (second publication).—The President of the Marine Board, Adelaide, has given Notice (No. 8 of 1921) that on and after the night of 12th December 1921, the fixed white light of No. 8 beacon, Port Pirie River, will be altered to an "AGA" flashing white light, flashing 120 times per minute.

Approximate position.—Lat. $33^{\circ} 7' 5''$ S., long. $138^{\circ} 1' 3''$ E.

This affects Admiralty charts Nos. 403, 2389, also Australia Pilot, vol. 1, page 224.

SOUTH AUSTRALIA.

Port Le Hunte—Buoy established.

No. 50 (second publication).—The President of the Marine Board, Adelaide, has given Notice (No. 9 of 1921) that a hauling-off buoy has been laid down on the southern side of Port Le Hunte Jetty, distant 300 ft. south of the inner end of jetty head, in 10 ft. at L. W. S.

Approximate position of jetty.—Lat. $32^{\circ} 6' S.$, long. $133^{\circ} 0' E.$

Chart affected.—No. 1061, Australia Pilot, vol. 1, page 100.

SOUTH AUSTRALIA—DENIAL BAY.

Approach to Port Thevenard—Buoyage.

No. 51 (second publication).—The following Notice to Mariners (No. 10 of 1921) issued by the President of the Marine Board, Adelaide, is republished:—

“With reference to Notice to Mariners, No. 5 of 1921, Masters of Vessels, Pilots and others are hereby informed that on or about the 18th October 1921, the red buoy marking the south side of Yatala Channel and the black buoy situated about 2½ cables south-easterly of Bird Rock will be removed, and the southern entrance to the dredged channel will be marked by a red buoy with staff and ball head on the starboard hand and a black buoy with staff and diamond head opposite on the port hand, the latter being about 1 cable south-south-westerly of No. 5 light beacon.

Approximate position of No. 5 beacon.—Lat. $32^{\circ} 11\frac{1}{2}'$ S., long. $133^{\circ} 38'$ E.

This affects Admiralty Charts Nos. 1061 and 2759B. and Australia Pilot, vol. I, page 108, and 1920 supplement thereto.”

The 13th January 1922.

CEYLON—WEST COAST.

Colombo Harbour—Corrections to Chart No. 914 with regard to Light-buoys.

No. 19 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2024 of 1921), are republished:—

(1) *Position.*—At a distance of about 2½ cables south-westward from North-East breakwater lighthouse.

Lat. $6^{\circ} 57'$ N., long. $79^{\circ} 51'$ E. (approx.).

Description.—No. 52 light-buoy, exhibiting a *fixed red* light.

(2) *Position.*—At a distance of about 3½ cables southward from North-East breakwater lighthouse.

Description.—No. 33 light-buoy, exhibiting a *fixed green* light.

Remarks.—The above light-buoys are incorrectly shown as unlighted buoys on the latest edition of chart No. 914, which is to be corrected accordingly.

Chart affected.—No. 914, Colombo harbour.

Authority.—Hydrographic Department. (H. 6758-21.)

STRAIT OF MALACCA—NORTH KLANG STRAIT.

Tanjong Bakau Light—Alteration in Character.

No. 20 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2025 of 1921), are republished:—

Former Notice.—No. 1904 of 1920 (*This office No 12 of 1921*) hereby cancelled.

Position.—Lat. $3^{\circ} 04'$ N., long. $101^{\circ} 20'$ E. (*approx.*).

New abridged description.—Lt. Fl. ev. 22 sec., 15 ft., vis. 8 m. (U).

Alteration.—The character of the light has been altered from occulting white to *flashing white every twenty-two seconds*, thus:

| | |
|---------------|-----------------|
| <u>Flash.</u> | <u>eclipse.</u> |
| 6 sec. | 16 sec. |

Remarks.—The light is unwatched; the other characteristics are unaltered.

Charts affected.—No. 3453, Klang strait and approaches.

„ 794, Pulo Berhala to Cape Rachado.

Publication.—List of Lights, Part VI, 1921, No. 754.

Authority.—Harbour Master, Selangor. (*H. 4379-21.*)

WESTERN AUSTRALIA.

Fremantle Approach—Amendments to Chart.

No. 21 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2026 of 1921), are republished:—

Position.—Examination anchorage, lat. $32^{\circ} 02'$ S., long. $115^{\circ} 42'$ E. (*approx.*).

Details.—The accompanying reproduction of a portion of chart No. 1058 shows the necessary corrections to that chart with regard to:—

- (i) Alterations in sectors of Woodman point light.
- (ii) Depths in the approach to Fremantle.
- (iii) Alteration in position of light-and-bell-buoy.
- (iv) Alteration in position of Pilots' boarding ground.

Remarks.—The leading line over Success bank is to be extended to the northward on chart No. 1058 clear of the compass rose, and the note relating to it on the chart transferred to the end of this extension.

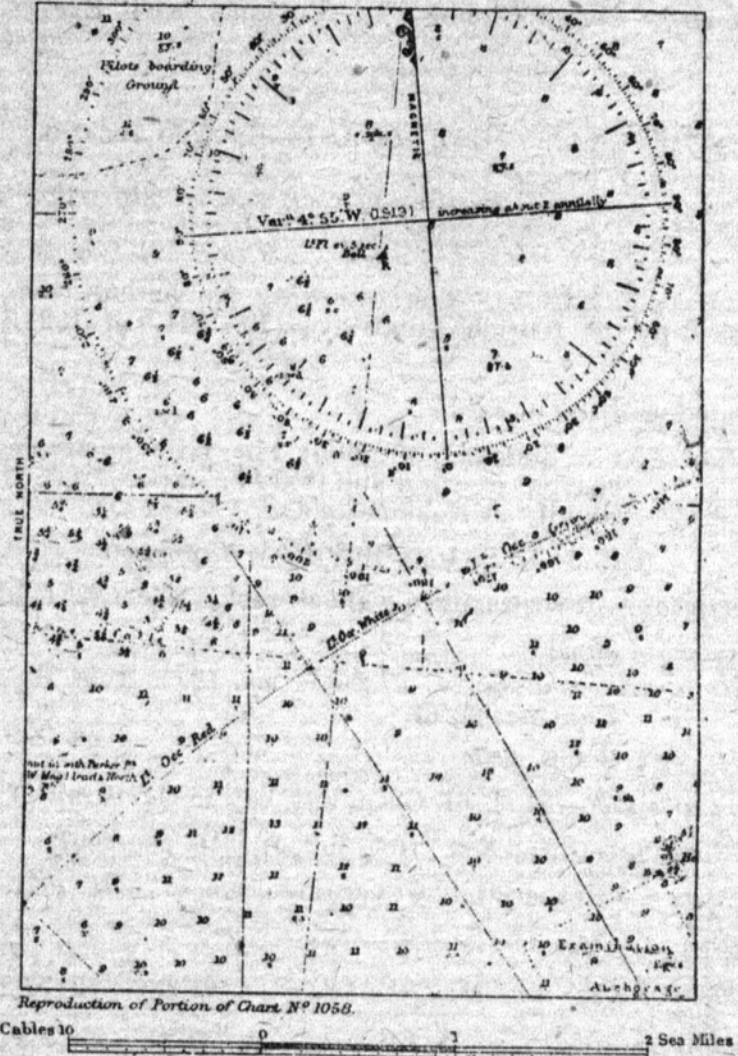
Charts affected.—No. 1058, Rottnest island to Warnbro' sound.

„ 1033, Champion bay to Cape Naturaliste. (*iii.*).

Publication.—List of Lights, Part VI, 1921, No. 2277.

Australia Pilot, Vol. V, 1914, pages 360, 361, 364.

Authority.—Fremantle Harbour Trust. (H. 5464-21.)



BORNEO, NORTH-EAST COAST—SANDAKAN HARBOUR.

Atjeh Rock—Light-buoy established in place of buoy.

No. 22 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2046 of 1921), are republished:—

Position.—Marking Atjeh rock, in the position formerly occupied by the red and white chequered unlighted buoy, which has been withdrawn.

Lat. $5^{\circ} 50' N.$, long. $118^{\circ} 07' E.$ (approx.)

Description.—A light-buoy painted red, exhibiting a *flashing white* light *every three seconds*.

Charts affected.—No. 950, Sandakan harbour.

“ 1649, Lankayan to Sandakan harbour.

“ 287, Gaya bay to Sandakan harbour.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 170; Supplement No. 5, 1920.

Authority.—Commissioner of Customs and Excise, Sandakan. (H. 6966-21.)

SUMATRA, WEST COAST—ENGANO ISLAND.

Kenemei Point—Amended Position of rock south-eastward of; Existence of Shoal.

No. 23 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2047 of 1921), are republished:—

(1) Amended position of rock:

Position.—At a distance of about one mile north-westward from charted position and 0·50 of a mile, 120° , from the extremity of Kenemei point.

Lat. $5^{\circ} 31' S.$, long $102^{\circ} 15' E.$ (approx.)

Description.—A rock named “Black rock,” 8 feet ($2^{\text{m}} 4$) high.

(2) Existence of shoal:

Position.—At a distance of 2·0 miles, 120° , from the extremity of Kenemei point.

Depth.—2 fathoms ($3^{\text{m}} 7$).

Chart affected.—No. 2761, Chingkuk bay to the Strait of Sunda.

Publication.—China Sea Pilot, Vol. I, 1916, page 467.

Authority.—Netherlands Government Chart. (H. 7021-21.)

EASTERN ARCHIPELAGO—KANGEANG ISLANDS.

Saubi Road—Amended positions and depths of reefs.

No. 24 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2048 of 1921), are republished:—

Former Notice.—No. 1047 of 1921. (This office No. 287 of 1921.)

(1) *Position.*—At a distance of about half a cable north-westward from charted position, and 1·29 miles, 119° , from the north-eastern extremity of Sepapang island.

Lat. $6^{\circ} 56' S.$, long. $115^{\circ} 26' E.$ (approx.).

Depth.—3 fathoms ($5^{\text{m}} 5$), instead of less than 6 feet as shown on the chart.

(2) *Position.*—At a distance of about half a cable southward from charted position, and 1·29 miles, 131° , from the north-eastern extremity of Sepapang island.

Depth.— $3\frac{1}{2}$ fathoms ($5^{\text{m}} 9$), instead of less than 6 feet as shown on the chart.

Chart affected.—No. 934, Plan of Saubi road.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 178.

Authority.—Hague Notice No. 1835 of 1921. (H. 6420-21.)

CHINA SEA, FRENCH INDO-CHINA—COASTS OF COCHIN CHINA AND ANNAM.

Mitho and Tourane W/T Stations—Wireless Weather Bulletins and Storm Signals.

No. 25 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2051 of 1921), are republished:—

(1) *Mitho W/T station:*

Position.—Lat. $10^{\circ} 21'$ N., long. $106^{\circ} 21'$ E. (approx.).

Call signal.—FCA.

Wave length.—600 to 2000 metres (normal 600 metres).

Details.—This station transmits at 0400 and 1800 G.M.T. (civil), and also on request, a weather bulletin *en clair*, followed when necessary by typhoon warnings.

The weather report issued by Fu Lien Meteorological Observatory (Haifong) is transmitted on request also.

(2) *Tourane W/T station:*

Position.—Lat. $16^{\circ} 07'$ N., long. $108^{\circ} 13'$ E. (approx.).

Call signal.—FLT.

Wave length.—300 to 1800 metres (normal 600 metres).

Details.—This station transmits on request the weather report issued by Fu Lien Meteorological Observatory (Haifong), and also typhoon warnings.

Publication.—List of Lights, Time Signals and Wireless Signals, 1921 (All Parts), Nos. 6228e, 6228f, 6359c and 6359d.

Authority.—Paris Notice No. 1431A of 1921. (H. 6117-21.)

BAY OF BENGAL—BURMA, GULF OF MARTABAN.

Moulmein River—Existence of Wreck; Caution with regard to Chart.

No. 26 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2070 of 1921), are republished:—

(1) *Wreck:*

Position.—On the Goodwin sands, at a distance of approximately 3 miles, 347° , from Green island lighthouse.

Lat. $16^{\circ} 07'$ N., long. $97^{\circ} 33'$ E. (approx.).

Description.—Wreck of the S.S. *War Puffin*, with two masts, funnel and bridge showing above high water.

(2) *Caution with regard to chart:*

The cautionary note under the title of chart No. 1845, regarding the unreliability of the chart, is to be altered to read:—

“ CAUTION.”

“ *Owing to great changes invariably occurring after every monsoon, in the channels banks and river bed, no reliance can be placed on this chart. Pilots are necessary and can be obtained at Amherst.*”

Remarks.—The cautionary note near the river mouth concerning pilots is to be expunged from chart No. 1845, and a note “ *See Cautionary Note* ” is to be substituted.

Charts affected.—No. 1845, Moulmein river and approaches.

„ 3481, Moulmein river to Yè river. (1).

Publication.—Bay of Bengal Pilot, 1910, pages 486 to 495; Supplement No. 5, 1920.

Authority.—H.M.S. *Comus*, Hyd. Note No. 3 of 1921. (H. 6802-21.)

AUSTRALIA—QUEENSLAND.

Port Denison—Alteration in Position of Buoy.

No. 27 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2074 of 1921), are republished:—

Position.—At a distance of about one cable southward from charted position, and one mile, 222° , from North Head lighthouse.

Lat. $20^{\circ} 02' S.$, long. $148^{\circ} 16' E.$ (approx.).

Description.—A red can buoy with cage topmark.

Remarks.—The topmark of this buoy is not shown on chart No. 348 and is to be inserted.

Charts affected.—No. 2803, Port Denison.

“ 348, Whitsunday island to Magnetic island.

Publication.—Australia Pilot, Vol. IV, 1917, page 152.

Authority.—H.M.A.S. *Sydney*, Hyd. Note No. 2 of 1921. (H. 7001-21.)

RED SEA, EASTERN SHORE—FARISAN ISLANDS.

Khor Seghir Approach—Existence of Shoal.

No. 28 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2081 of 1921), are republished:—

Position.—Jebel Mandhakh, lat. $16^{\circ} 50' N.$, long. $41^{\circ} 58' E.$ (approx.).

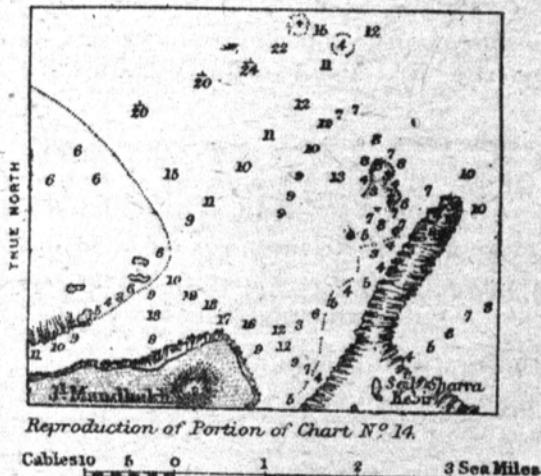
Details.—The existence of a shoal off the rocky spit northward of Jebel Katah, and corrections to the charts with regard to depths in the vicinity, are shown on the accompanying reproduction of portions of charts Nos. 14 and 8d.

Charts affected.—No. 14, Plan of Farisan island anchorages.

“ 8d, Red sea—sheet IV.

Publication.—Red Sea, etc., Pilot, 1921, pages 307, 308.

Authority.—H.M.S. *Clematis*, Hyd. Note No. 4 of 1921. (H. 6675-21.)



WESTERN AUSTRALIA—FREMANTLE HARBOUR APPROACHES.

- (1) *Gage Roads—Intended Alterations in Buoyage.*
- (2) *Challenger Pass—Buoys to be withdrawn; Caution.*
- (3) *Garden island, Sulphur Bay—Buoys to be withdrawn.*

No. 29 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2086 of 1921), are re-published :—

(1) Gage Roads.

Date of alterations.—On or about 28th February 1922.

(1) Alteration in description of buoy :

Position.—On the western edge of Hall bank.
Lat. $32^{\circ} 02'$ S., long. $115^{\circ} 43'$ E. (*approx.*)

Alteration.—The black cask buoy will be replaced by a black perch buoy with staff and cage.

(2) Buoys to be withdrawn :

Details.—The black conical buoy with topmark marking the southern end of Beagle rocks and the red cask buoy marking the northern end of Minden reefs will be withdrawn and are to be expunged from the charts.

Lat. $32^{\circ} 04'$ S., long. $115^{\circ} 43'$ E. (*approx.*)

(2) Challenger Pass.

Date of withdrawal.—On or about 28th February 1922.

Position.—Challenger rock, lat. $32^{\circ} 08'$ S., long. $115^{\circ} 39'$ E. (*approx.*)

Details.—All the buoys marking the passage through Challenger pass are to be withdrawn, namely :—Challenger rock, Stag rocks, Three-fathom bank, Inside rock and North-East spit buoys. These buoys are to be expunged from the charts.

Caution.—On the withdrawal of the foregoing buoys, Challenger pass will be closed to traffic using the Port of Fremantle.

(3) Garden Island, Sulphur Bay.

Date of withdrawal.—On or about 28th February 1922.

Position.—Sulphur bay, lat. $32^{\circ} 11'$ S., long. $115^{\circ} 41'$ E. (*approx.*)

Details.—The red buoys marking Harding and Sulphur rocks will be withdrawn and are to be expunged from the charts.

Note.—No further Notice will be given.

Charts affected.—No. 1700, Fremantle harbour and Gage roads. (1) (2).
" 1058, Rottnest island to Warnbro' sound.

Publication.—Australia Pilot, Vol. V, 1914, pages 363, 364, 380 to 384.

Authority.—Fremantle Harbour Trust. (H. 7030-21.)

RED SEA APPROACH.

Suez Canal—Increased Maximum Draught for Vessels.

No. 30 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2089 of 1921), are re-published :—

Notice is given that from 1st January 1922 the maximum draught permitted for vessels passing through the Suez canal will be increased from 30 feet ($9^{\text{m}}1$) as at present, to 31 feet ($9^{\text{m}}4$).

The existing notes on the charts are to be amended accordingly, and the following note inserted on chart No. 233:—“Vessels of 31ft. 0in. draught are permitted to pass through the Canal (1922).”

Charts affected.—No. 3214, Ports Ibrahim and Thewfik.

“ 234, Port Said.

“ 233, The Suez canal.

Publication.—Red Sea, etc., Pilot, 1921, page 51.

Authority.—Suez Canal Company. (H. 7124-21.)

AUSTRALIA—QUEENSLAND, GREAT BARRIER REEF.

Mourilyan Harbour Approaches—Amendments to Charts with regard to Reefs.

No. 31 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2105 of 1921), are republished:—

Position.—Goudge bank, lat. 17° 39' S., long. 146° 24' E. (approx.).

Details.—The accompanying reproductions of portions of charts Nos. 2349 and 2763 show corrections to those charts with regard to reefs and depths in the approaches to Mourilyan harbour.

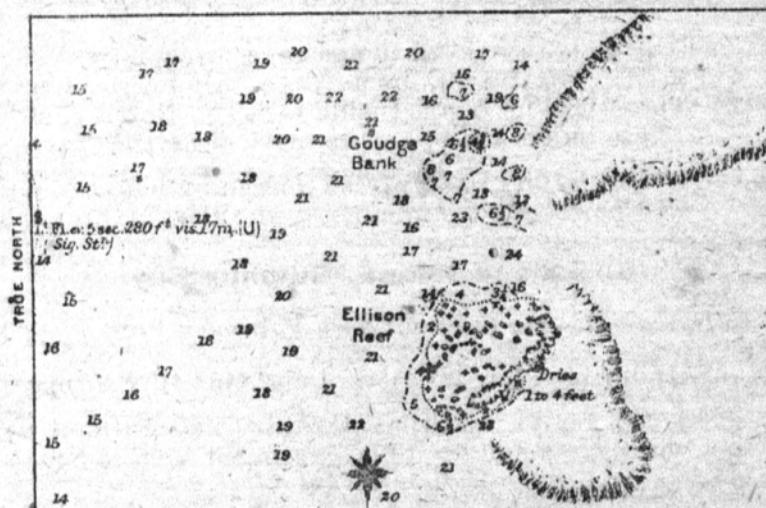
Note.—The above corrections have been embodied in the new edition of chart No. 2350 recently published.

Charts affected.—No. 2349, Magnetic island to Double point.

“ 2763, Coral sea and Great Barrier reefs.

Publication.—Australia Pilot, Vol. IV, 1917, page 189.

Authority.—H. M. Surveying Vessel Sealark. (H. 6909-21.)



Reproduction of Portion of Chart No 2349.

0 5 10 Sea Miles.



Reproduction of Portion of Chart No 2763.

MALACCA STRAIT—SUMATRA, EAST COAST.

Selat Padang, South-Eastern Entrance—Alteration in Light on Light-Buoy.

No. 32 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2113 of 1921), are republished:—

Position.—In the south-eastern entrance to Selat Padang.

Lat. $1^{\circ} 14'$ N., long. $102^{\circ} 30'$ E. (approx.).

Alteration.—The character of the light on the light-buoy in the above position has been altered from flashing white to *fixed red*.

Charts affected.—No. 795, Cape Rachado to Singapore.
,, 1355, Malacca strait.

Publication.—China Sea Pilot, Vol. I, 1916, page 135.

Authority.—Hague Notice No. 2290 of 1921. (H. 7092-21.)

CHINA SEA—GULF OF SIAM, WESTERN SHORE.

Cone Clump—Rock south-eastward of.

No. 33 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2114 of 1921), are republished:—

Position.—At a distance of approximately 2·5 miles, 155° , from the islet situated near the shore eastward of the Cone clump.

Lat. $11^{\circ} 22'$ N., long. $99^{\circ} 36'$ E. (approx.).

Description.—A rock about one cable in extent, with a depth of less than 6 feet.

Note.—The above rock is to be marked with the note “P.D.” on chart No. 2719.

Remarks.—An examination of the locality will be made.

Charts affected.—No. 2719, Lem Tane to Koh Takut.

,, 2414, Gulf of Siam.

Publication.—China Sea Pilot, Vol. III, 1912, page 133.

Authority.—Bangkok Notice No. 260 of 1921. (H. 7153-21.)

SOUTH PACIFIC OCEAN—NEW CALEDONIA, SOUTH-WEST COAST.

Isie Passage to Ducos Passage—Beacons established.

No. 34 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2115 of 1921), are republished:—

(i) *Position.*—On the edge of the reef extending south-westward from Isie island.

Lat. $21^{\circ} 54' 24''$ S., long. $165^{\circ} 51' 06''$ E.

(ii) *Position.*—On the edge of the reef extending westward from Testard island.

Lat. $21^{\circ} 56' 36''$ S., long. $165^{\circ} 54' 50''$ E.

Description.—In each case a red beacon; description not stated.

Chart affected.—No. 936b, New Caledonia—south-east part.

Publication.—Pacific Islands Pilot, Vol. II, 1918, pages 91, 92.

Authority.—Paris Notice No. 1589 of 1921. (H. 7072-21).

NEW GUINEA—CERAM ISLAND, NORTH COAST.

Sawai Harbour Approach—Existence of Shoal; Extension of Reef.

No. 35 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2122 of 1921), are republished:—

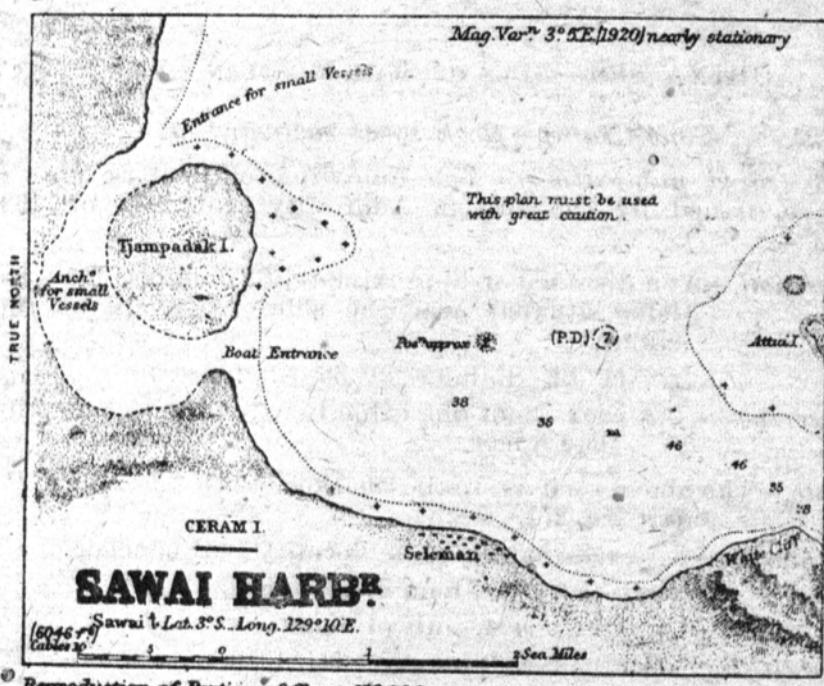
Position.—Tjampadak island, lat. $2^{\circ} 59' S.$, long. $129^{\circ} 06' E.$ (approx.).

Details.—The accompanying reproduction of portion of the under-mentioned plan on chart No. 930 shows the approximate position of a 2-fathom⁶ ($3^{\text{m}}7$) shoal in the approach to Sawai harbour, together with the extension of the reef on the eastern side of Tjampadak island.

Chart affected.—No. 930, Plan of Sawai harbour.

Publication.—Eastern Archipelago Pilot, Part III, 1911, pages 125; 126; Supplement No. 6, 1921.

Authority.—Netherlands Government Chart. (H. 6922-21.)



PHILIPPINE ISLANDS—LUZON, EAST COAST, LAGONOY GULF.

Sabang—Light established.

No. 36 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2123 of 1921), are republished:—

Position.—On the beach at Sabang.

Lat. $13^{\circ} 43' 23'' N.$, long. $123^{\circ} 34' 48'' E.$

Abridged description.—Lt. F. R., 35 ft., vis. 7 m.

Characteristics:

Character.—Fixed red.

Elevation.—35 feet ($10^{\text{m}}7$).

Visibility.—7 miles.

Structure.—White concrete beacon, 30 feet ($9^{\text{m}}1$) in height.

Chart affected.—No. 2577, Philippine islands between San Barnardo and Mindoro straits.

Publications.—List of Lights, Part VI, 1921, No. 1331.

Eastern Archipelago Pilot, Part I, 1911, page 590.

Authority.—U. S. A. Hyd. Office Notice No. 4236 of 1921. (H. 6991-21).

SOUTH PACIFIC OCEAN—FIJI ISLANDS, VANUA LEVU.

Savu Savu Bay—Alteration in Character of Light.

No. 37 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2125 of 1921), are republished:—

Position.—On Point reef.

Lat. $16^{\circ} 50'$ S., long. $179^{\circ} 17'$ E (approx.).

New abridged description.—Lt. Occ. ev. 5 sec., 23ft., vis. 5 m. (U).

Alteration.—The character of the light has been altered from fixed white to *occulting white every five seconds*, thus

| Light. | eclipse. |
|--------|----------|
| 3 sec. | 2 sec. |

Charts affected.—No. 727, Savu Savu Bay.

“ 382, Vanua Leyu (central portion), etc.

“ 440, Fiji islands—Eastern group, northern portion.

“ 2691, Fiji islands.

Publications.—List of Lights, Part VI, 1921, No. 3166.

Pacific Islands Pilot, Vol. II, 1918, page 403; Supplement No. 2, 1921.

Authority.—Colonial Secretary, Suva, Fiji. (H. 7157-21.)

JAPAN—INLAND SEA, IZUMI NADA.

Hyogo—Wreck southward of

No. 38 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2126 of 1921), are republished:—

Position.—At a distance of 8·40 cables, 202° , from Wada misaki light-house.

Lat. $34^{\circ} 3'$ N., long. $135^{\circ} 11'$ E. (approx.).

Description.—Sunken wreck of a sailing vessel, with two masts showing above water.

Charts affected.—No. 2265, Kobe and Hyogo bays.

“ 16, Kobe and Osaka.

“ 3566, Izumi nada and Harima nada.

“ 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Tokyo Notice No. 343 of 1921. (H. 7145-21.)

KOREA, SOUTH-WEST COAST.

Ross Island (Kokuzan To)—Light and Fog-Signal established.

No. 39 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2127 of 1921), are republished:—

(1) *Light*:

Position.—Near the northern extremity of Ross Island.
Lat. $34^{\circ} 05' 40''$ N., long. $125^{\circ} 06' 08''$ E.

Abridged description.—Lt. Gp. Fl. (4) ev. 30 sec., 278 ft., vis. 23 m.

Characteristics:

Character.—Group flashing white showing four flashes every thirty seconds, thus:

| | |
|----------------------|-----------------|
| <u>Four flashes.</u> | <u>eclipse.</u> |
| 15 sec. | 15 sec. |

Elevation.—278 feet (84^m7).

Visibility.—23 miles, from 032° through east to 149° , and from 153° through south to 268° .

Power.—40,000 candles.

Structure.—White circular tower, 25 feet (7^m6) in height.

(2) *Fog-signal*:

Description.—A siren sounding one blast every fifty-five seconds, thus:

| | |
|---------------|----------------|
| <u>Blast.</u> | <u>silent.</u> |
| 5 sec. | 50 sec. |

Charts affected.—No. 3365, Port Hamilton to Mackan group.

„ 104, Korean Archipelago—southern portion.

„ 3480, Shantung promontory to Nagasaki.

„ 2347, Honshu, Kiusiu, and Shikoku, etc.

„ 1262, Honkong to Gulf of Liau-tung.

„ 1263, China Sea.

„ 781, Pacific Ocean—north-west sheet. (1).

„ 2459, North-west Pacific Ocean, etc. (1).

Publications.—List of Lights, Part VI, 1921, No. 1750a.

China Sea Pilot, Vol. V, 1912, page 645.

Authority.—Tokyo Notice No. 321 of 1921, and Chosen Notice No. 204 of 1921. (H. 7100 & 7324-21.)

RED SEA.

Suez Bay, Spit Light-buoy—Alteration in Character of Light.

No. 40 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2129 of 1921), are republished:—

Position.—On the eastern side of the dredged channel between the banks off Kad el Marakeb and Kal ah Kebireh, about 9 cables eastward of Kalah Kebireh pole beacon.

Lat. $29^{\circ} 54'$ N., long. $32^{\circ} 33'$ E. (approx.)

Alteration.—The two fixed green (vertical) lights on this light-buoy have been replaced by two *flashing green* (vertical) lights *every five seconds*, thus :

| Flash, | eclipse. |
|----------|----------|
| 0.5 sec. | 4.5 sec. |

Charts affected.—No. 734, Suez bay.

—, 233, The Suez canal.

Publication.—Red Sea, etc., Pilot, 1921, page 75.

Authority.—Alexandria Notice No. 10 of 1921. (H. 7198-21.)

JAVA, NORTH COAST.

Cheribon Road—Existence of Wreck.

No. 41 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2140 of 1921), are republished :—

Position.—At a distance of approximately 1.80 miles, 054°, from the group *flashing white* light at the inner end of the eastern mole.

Lat. 6° 42' S., long. 108° 36' E. (approx.).

Description.—Sunken wreck of a coal barge.

Charts affected.—No. 932, Plan of Cheribon road.

.. 1653, Island of Java—western portion.

.. 941a, Eastern archipelago—sheet 1.

Authority.—Hague Notice No. 2368 of 1921. (H. 7281-21.)

EASTERN ARCHIPELAGO—BALI ISLAND, NORTH COAST.

St Nicholas (Chelukan Trima) Bay—Existence of a Reef.

No. 42 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2154 of 1921), are republished :—

Position.—South-eastward of the large drying reef near the centre of the bay.

Lat. 8° 08' 41" S., long. 114° 31' 55" E. (approx.).

Description.—A coral reef with a least depth of 2½ fathoms (4^m6).

Chart affected.—No. 2732, Plan of St. Nicholas, Banjuwedan and Pega metan bays.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 209.

Authority.—Hague Notice No. 2309 of 1921. (H. 7206-21.)

AFRICA, EAST COAST—TANGANYIKA TERRITORY.

Dar es Saluam Harbour Entrance—Buoy established.

No. 43 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2155 of 1921), are republished :—

Position.—At a distance of about 8 cables northward of Ras Kongoni.

Lat. 6° 48' 26" S., long. 38° 18' 49" E.

Description.—A conical buoy painted in black and white chequers, and known as Makatumbe Patch buoy.

Chart affected.—No. 674, Dar es Salaam and adjoining anchorages, with plan.

Publication.—Africa Pilot, Part III, 1915, page 377.

Authority.—Chief Secretary, Dar es Salaam. (H. 7462-21.)

PERSIAN GULF.

Kais Island—Light-Vessel replaced on Station.

No. 44 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 151M of 1921), are republished :—

Former Notice.—No. 150 M. of 1921. (*This office No. 16 of 1922.*)

Position.—At a distance of about 1 mile south of Kais island, moored in a depth of 10 fathoms.

Lat. $26^{\circ} 28\frac{1}{2}'$ N., long. $53^{\circ} 58'$ E. (approximate).

Details.—The Kais Island Light-Vessel, which had broken adrift from her moorings, has been re-established in the above position.

Chart affected.—No. 2837a, Persian Gulf, eastern sheet.

Publications.—List of Lights, Part VI, 1921. No. 300. Indian List of Lights, 40th issue, 1921. No. 36. Persian Gulf Pilot, 1915, page 238.

Authority.—Commanding Officer, R. I. M. S. Nearchus. Telegram, dated 26th December 1921

P. G. GLANVILLE, COMMANDER, R.I.M.,
Dy. Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, FEBRUARY 15, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,
Dy. Port Officer of Calcutta.

H. E. SPRY,
*Secretary to the Government of Bengal,
Marine Department (offg.).*

CALCUTTA, the 3rd February 1922.

BAY OF BENGAL—BURMA COAST.

Rangoon River entrance—Pilot Brig “Kyauktan” replaced on Station.

No. 56 (first publication).—

Former Notice.—No. 469 of 1921.

Subject.—The Pilot Brig “Kyauktan” was replaced on the Pilot Station on the 27th January 1922.

Charts affected.—No. 833, Rangoon river and approaches.

“ 823, Koronge island to White Point.

“ 830, Bassein river to Pulo Penang.

Publication.—Bay of Bengal Pilot, 1910, page 458; Supplement No. 5 of 1920.

Authority.—Deputy Conservator, Port of Rangoon, Notice dated 25th January 1922.

EASTERN ARCHIPELAGO—BALI, SOUTH-EAST COAST.

Benoa Channel and Pantai Timur—Amendments to the Chart.

No. 57 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2175 of 1921), are re-published:—

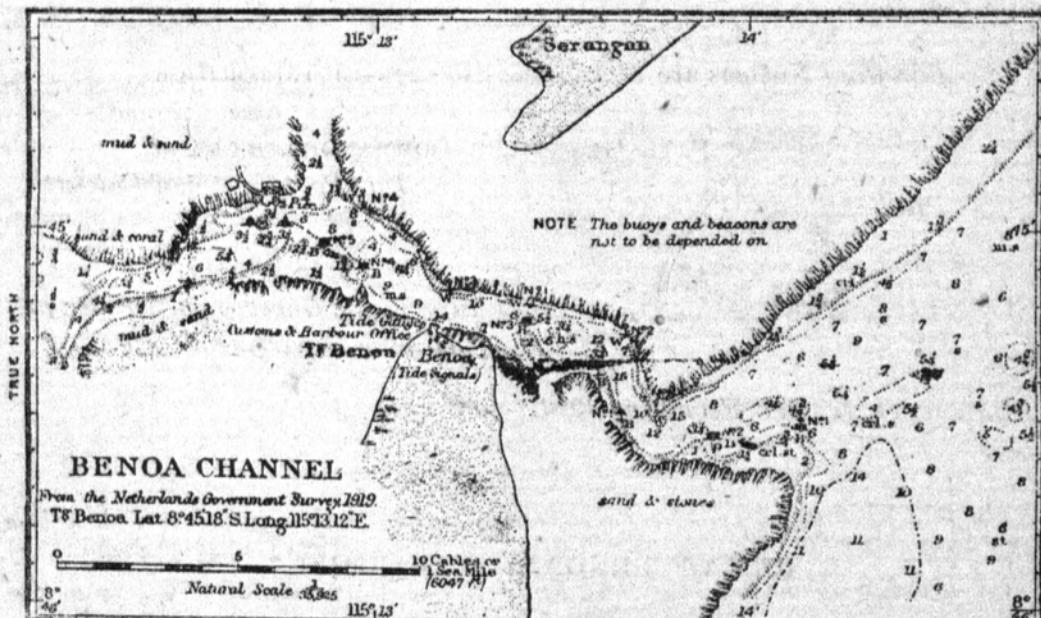
Position.—Tanjong Benoa, lat. $8^{\circ} 45' S.$, long. $115^{\circ} 13' E.$ (*approx.*).

Details.—General amendments to the chart in the vicinity of Benoa channel and Pantai Timur, as a result of a recent survey, are shown on the accompanying reproduction of portions of the undermentioned plans on chart No. 934.

Chart affected.—No. 934, Plans of Benoa channel and Pantai Timur and Sanur road.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 213; Supplement No. 5, 1921.

Authority.—Netherlands Government Chart. (H. 6474-21.)



Reproduction of Portions of Chart No. 934.



CHINA—GULF OF PE CHILI.

Pei-Ho (Peking) River Approach—Existence of Wreck.

No. 58 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2186 of 1921), are republished:—

Position.—At a distance of 9 cables, 276° , from the charted position of Taku light-vessel.

Lat. $38^{\circ} 57'$ N., long. $117^{\circ} 51'$ E. (*approx.*).

Description.—Sunken wreck of a lighter with masts showing above water.

Charts affected.—No. 2653, Pei-ho river—sheet 1.

“ 598, Li tsin ho to Ning hai.

“ 1256, Gulfs of Pe chili and Liau tung.

Authority.—Shanghai Notice No. 607 of 21st October 1921. (H. 7507-21.)

NEW ZEALAND—NORTH ISLAND.

Awanui—Wireless Time Signals discontinued.

No. 59 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2187 of 1921), are republished:—

Position.—Awanui W-T station, lat. $34^{\circ} 54'$ S., long. $173^{\circ} 18'$ E. (*approx.*).

Details.—The service of wireless time signals transmitted by Awanui W-T station has been permanently discontinued.

Charts affected.—No. 780, Pacific ocean—south-west sheet.

“ 788, Melbourne to Cape Horn—western sheet.

Publications.—List of Lights, Time Signals and Wireless Signals, 1921 (All Parts), No. 5030.

New Zealand Pilot, 1919, pages 137, 138.

Authority.—Hector Observatory, Wellington. (H. 6845-21.)

CHINA SEA—PULO CONDORE GROUP.

Hon Vioum (Round Islet)—Shoal westward of.

No. 60 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2194 of 1921), are republished:—

Position.—At a distance of approximately 5 cables, 270° , from the centre of Hon Vioum.

Lat. $8^{\circ} 38'$ N., long. $106^{\circ} 32'$ E. (*approx.*).

Depth.—2 fathoms (3^m7).

Note.—The shoal is to be marked on the chart with the note “P.D.”

Chart affected.—No. 1000, Pulo Condore group.

Publication.—China Sea Pilot, Vol. III, 1912, page 102.

Authority.—Paris Notice No. 1651 of 1921. (H. 7293-21.)

KOREA, SOUTH-WEST COAST—SHOAN GROUP.

Pogiri To—Shoal westward of.

No. 61 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2200 of 1921), are republished:—

Position.—At a distance of about $6\frac{1}{2}$ miles westward of the northern extremity of Pogiri to.

Lat. $34^{\circ} 10' 15''$ N., long. $126^{\circ} 24' 50''$ E. (*approx.*).

Depth.—3½ fathoms (6m4).

Note.—The shoal is to be marked on the charts with the note “P.D.”

Charts affected.—No. 3365, Port Hamilton to Mackau group.

“ 104, Korean archipelago—southern portion.

“ 3480, Shantung promontory to Nagasaki.

“ 1262, Hongkong to Gulf of Liau-tung.

“ 2347, Honshū, Kiusiu and Shikoku, &c.

Publications.—E.C. Korea, &c., Pilot, 1913, page 40.

China Sea Pilot, Vol. V, 1912, page 656.

Authority.—Tokyo Notice No. 368 of 1921. (H. 7455-21.)

JAPAN—HONSHŪ, SOUTH COAST.

Yokohama Harbour—Beacon and Light-Buoy established to mark Works in progress.

No. 62 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2201 of 1921), are republished:—

(a) *Beacon*:

Position.—On the northern breakwater, at a distance of 4·42 cables, 326°, from the fixed red light on the south-eastern end.

Lat. 35° 28' N., long. 139° 39' E. (approx.).

Description.—A wooden beacon.

(b) *Light-buoy*:

Position.—At a distance of 4·20 cables, 308°, from the light on the south-eastern end of the northern breakwater.

Description.—A light-buoy exhibiting an *occulting green* light.

Remarks.—Reclamation works are in progress within the area lying between the breakwater and a line joining its western end with the light-buoy described above, terminated by a line joining the beacon and the light-buoy.

Note.—The above area is to be shown on the chart in pecked lines, with the note “*Reclamation Works in progress (1921).*”

Charts affected.—No. 3109, Yokohama bay.

“ 3548, Yokohama to Uraga.

Publication.—Japan Pilot, 1914, page 206.

Authority.—Tokyo Notice No. 344 of 1921. (H. 7146-21.)

SOUTH AFRICA—NATAL.

Sordwana and Approach—Flagstaff and Beacons removed; Reef reported.

No. 63 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2211 of 1921), are republished:—

(1) *Flagstaff and beacons removed*:

Position.—Site of flagstaff, lat. 27° 33' S., long. 32° 43' E. (approx.).

Details.—The flagstaff and beacons shown on the plan of Sordwana road on the undermentioned chart do not exist and are to be expunged.

The words “*Site of*” are to be prefixed to the word “*Flagstaff*” on the plan and in the title of the plan.

(2) Reef reported :

Position.—At a distance of about 2 miles southward of Sordwana river entrance.

Lat. $27^{\circ} 34' 45''$ S., long. $32^{\circ} 42' 45''$ E. (approx.).

Details.—From the above position the reef is reported to extend in a north-easterly direction, the northern extremity being about half a mile from the shore.

Note.—The reef is to be indicated on the chart in pecked lines and marked with the note “*Reef reported (1921) (P.A.)*.”

Chart affected.—No. 2089, Tugela river to Delagoa bay, with plan.

Publication.—Africa Pilot, Part III, 1915, pages 185, 186.

Authority.—General Manager, South African Railways and Harbours. (H. 7625-21.)

INDIA, WEST COAST—ARABIAN SEA.

Minikoi Island Light—Caution with regard to Visibility.

No. 64 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2212 of 1921), are republished:—

Position.—Lat. $8^{\circ} 16'$ N., long. $73^{\circ} 01'$ E. (approx.).

Caution.—At distances of more than 6 miles Minikoi light is visible all round the horizon: but at distances of less than 6 miles the light is obscured by trees on certain bearings.

Note.—The obscured sector is to be expunged from the chart, and the following cautionary note inserted on the plan of Minikoi island on chart No. 827:—

“CAUTION.”

“*When within 6 miles Minikoi light is obscured by trees between certain bearings, for details of which see Admiralty List of Lights.*”

Chart affected.—No. 827, Vengurla to Cape Comorin, with plan.

Publications.—List of Lights, Part VI, 1921, No. 471.

W. C. India Pilot, 1919, page 381.

Authority.—Board of Trade. (H. 2568-21.)

JAPAN—TSUGARU KAIKYO.

Oma Zaki—Light and Fog-Signal established.

No. 65 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2213 of 1921), are republished:—

(a) Light :

Position.—On Benten jima.

Lat. $41^{\circ} 33' 18''$ N., long. $140^{\circ} 54' 42''$ E.

Abridged description.—Lt. Gp. Fl. (3) ev. 30 sec., 116 ft., vis. 17 m.

Characteristics :

Character.—Group flashing white showing *three* flashes *every thirty seconds*, thus :

| Three flashes, | eclipse. |
|----------------|----------|
| 12 sec. | 18 sec. |

Elevation.—116 feet (35^m 4).

Visibility.—17 miles, from 008° through east to 317°.

Power.—30,000 candles.

Structure.—Octagonal tower painted in black and white horizontal bands, 75 feet (22^m 9) in height.

(b) Fog-signal :

Description.—A siren sounding *one* blast *every fifty-four seconds*, thus :

| Blast, | silent. |
|--------|---------|
| 4 sec. | 50 sec. |

Charts affected.—No. 2441, Tsugaru kaikyo.

„ 3409, Ishinomaki wan and Sakata ko to Tsugaru kaikyo.

„ 452, Hokushū island.

„ 2347, Honshū, Kiusiu and Shikoku, &c.

„ 2405, The Kuril islands.

„ 2459, North-west Pacific ocean, &c.

Publications.—List of Lights, Part VI, 1921, No. 2081.
Japan Pilot, 1914, page 673.

Authority—Tokyo, Department of Communications, Notice No. 1889 of 1921. (H. 7325-21.)

SUMATRA, WEST COAST—SUNDA STRAIT APPROACHES.

Belimbang Bay Approaches—Amendments to Charts with regard to Shoals.

No. 86 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2217 of 1921), are republished :—

Position.—Flat cape, lat. 5° 56' S., long. 104° 33' E. (*approx.*).

Details.—The accompanying reproduction of portions of charts Nos. 2056, 2761 and 941a shows the necessary amendments to those charts with regard to shoals and depths in the approaches to Belimbang bay.

Charts affected.—No. 2056, Sunda strait and approaches.

„ 2761, Chingkuk bay to the Strait of Sunda.

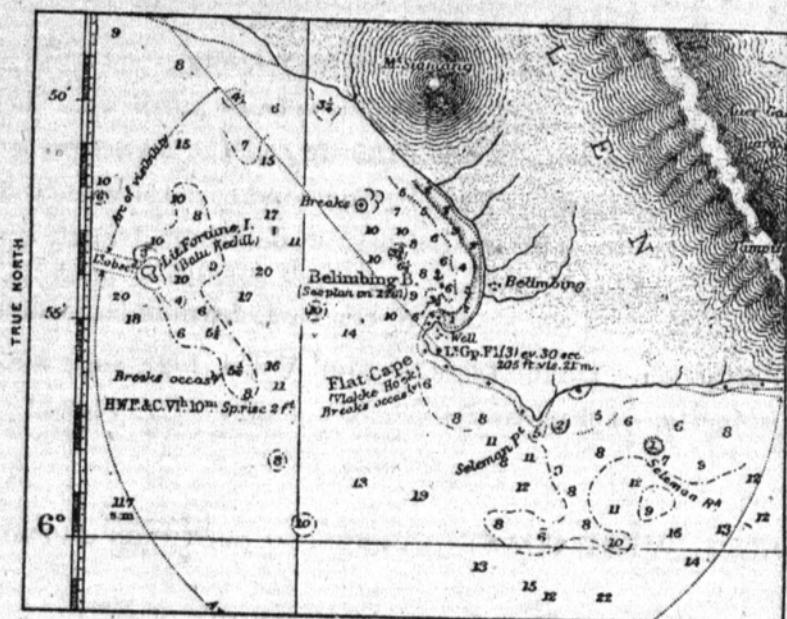
„ 941a, Eastern archipelago—sheet I.

„ 1263, China sea.

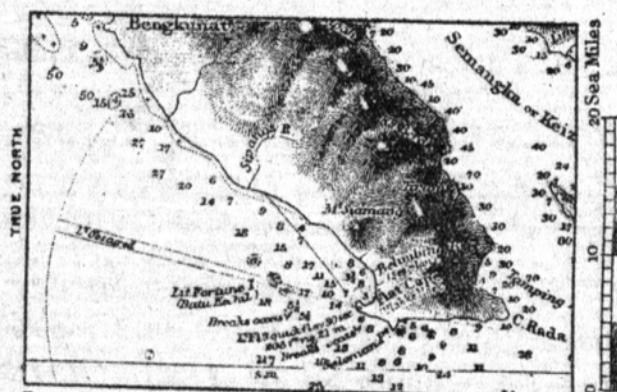
Publications.—China Sea Pilot, Vol. I, 1916, page 402.

China Sea Pilot, Vol. II, 1915, pages 47, 48.

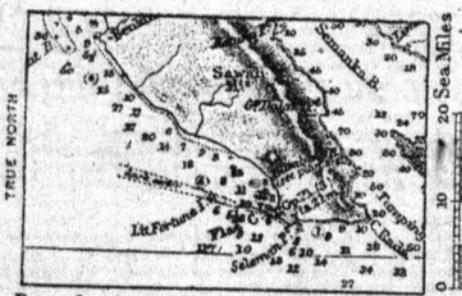
Authority.—Netherlands Government Chart. (H. 7129-21.)



Reproduction of Portion of Chart N° 2056.



Reproduction of Portion of Chart N° 2761.



Reproduction of Portion of Chart N° 9414

NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

Dunkin Reef to be expunged from Charts.

No. 67 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2220 of 1921), are re-published:—

Position.—Lat. $9^{\circ} 15'$ N., long. $153^{\circ} 55'$ E. (approx.).

Details.—Dunkin reef is considered not to exist as a result of a recent examination and is to be expunged from the charts.

Charts affected.—No. 980, Caroline islands.

„ 781, Pacific ocean—north-west sheet.

„ 2483, Atlantic and Indian oceans, etc.

„ 2683, Pacific ocean.

„ 2937, Oceanic soundings, Indian and Western Pacific oceans.

„ 42, North Pacific Gnomonic chart.

Publication.—Pacific Islands Pilot, Vol. I, 1921, page 608.

Authority.—Tokyo Notice No. 331 of 1921. (H. 7140-21.)

KOREA, WEST COAST—CHEMULPHO SOUTHERN APPROACH.

An Kol Creek Entrance—Existence of Shoal.

No. 68 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2221 of 1921), are republished:—

Position.—At a distance of 1·04 miles, 206°, from So wolmi (Soorumi to lighthouse).

Lat. 37° 27' N., long. 126° 35' E. (approx.).

Depth.—2 fathoms (3^m7), rock.

Charts affected.—No. 1270, Approaches to Chemulpho anchorage, with plan.

„ 1258, Approaches to Seoul.

Publication.—China Sea Pilot, Vol. V, 1912, page 608.

Authority.—Tokyo Notice No. 324 of 1921. (H. 7137-21.)

CHINA, SOUTH COAST—HONGKONG APPROACH.

Kap Sing Light—Correction to Chart No. 3280.

No. 69 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2224 of 1921), are republished:—

Former Notice.—No. 1347 of 1921. (This office No. 354 of 1921.)

Position.—Lat. 22° 20' N., long. 114° 04' E. (approx.).

Abridged description.—Lt. Gp. Fl. (2; ev. 10 sec., 124 ft., vis. 5 m.

Details.—Chart No. 3280 was not included in the list of charts affected by the former Notice quoted above, which notified an amended character for Kap Sing light. This chart is to be corrected accordingly.

Chart affected.—No. 3280, Hongkong waters—west.

Publication.—List of Lights, Part VI, 1921, No. 1513.

Authority.—Hydrographic Department. (H. 7736-21.)

CHINA, EAST COAST—VICINITY OF SONGMEN POINT.

Flat Rock.—Obstruction reported; rock and shoals located.

No. 70 (first publication).—The Coast Inspector, Shanghai, has given Notice (No. 743 of 1921) that a submerged obstruction was recently reported to the south-eastward of the Flat Rock situated 2·9 miles S. 34° W., magnetic, from Songmen Point, and that a consequent examination of the area located the following rock and shoals:—

A rock, awash at low water of spring tides, in a position from which the summit of Flat Rock bears N. $54\frac{1}{2}^{\circ}$ W., magnetic, distant about $\frac{1}{4}$ cable.

A shoal patch, with a least depth of 25 feet at low water of spring tides, in a position from which the summit of Flat Rock bears N. 56° W., magnetic, distant $4\frac{1}{2}$ cables.

A shoal patch, with a least depth of 22 feet at low water of spring tides, in a position from which the summit of Flat Rock bears S. $15\frac{1}{2}^{\circ}$ W., magnetic, distant 4 cables.

The 27th January 1922.

INDIA—EAST COAST.

Cuddalore light—Alteration in character.

No. 52 (second publication)—

Former Notice.—No. 444 of 1921.

Subject.—The date of alteration in the character of Cuddalore light is postponed till on or after the 20th March 1922.

Authority.—Madras Notice No. 65 of 1921.

INDIA—EAST COAST.

Negapatam light—Alteration in character.

No. 53 (second publication)—

Former Notice.—No. 453 of 1921.

Subject.—The date of alteration in the character of the Negapatam light is postponed till the 27th March 1922.

Authority.—Madras Notice No. 66 of 1921.

PERSIAN GULF.

Shatt-al-Arab Entrance—Alteration in position of Inner Green Gas Buoy.

No. 54 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 2M. of 1922), are republished:—

Former Notice.—No. 111-M. of 1921. (*This Office No. 401 of 1921.*)

New position.—At a distance of about 5 miles, 323° , from Tidal Semaphore. Lat. $29^{\circ}54\frac{1}{4}'$ N., long. $48^{\circ}39\frac{1}{4}'$ E.

Description.—Black can light-buoy with flashing green light.

Remarks.—This light-buoy now marks the eastern extremity of starboard hand side of the channel.

Charts affected.—No. 1253, Shatt-al-Arab, Outer bar to Fao.

“ 1235, Mouth of the Euphrates.

Publications.—Persian Gulf Pilot, 1915, page 281; Supplement No. 6, 1921. Indian List of Lights, 40th issue, 1921. No. 30.

Authority.—The Port Officer, Basrah, dated 16th December 1921.

INDIA—WEST COAST. BOMBAY HARBOUR.

Steam Pilot Vessel replaced by Pilot Schooner for about six weeks from 5th January 1922.

No. 55 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 3M. of 1922), are republished:—

* *Former Notice.*—No. 143-M. of 1921. (This Office No. 499 of 1921.)

Position.—Sunk Rock Light House N. (T) Malabar Point & Colaba Point.

Details.—The Steam Pilot Vessel has been withdrawn and replaced by the Sailing Pilot Schooner painted black with white band, and No. 1 painted on each bow. The usual pilot flag at the foremast head will be displayed.

Remarks.—The Steam Pilot Vessel was actually taken off her station and relieved by the Sailing Schooner on 5th January 1922.

Charts affected.—No. 655, Port of Bombay.

,, 2621, Bombay Harbour.

,, 737, Arnala Island to Kundari Island.

Publication.—West Coast of India Pilot, 1919, page 228.

Authority.—The Port Officer, Bombay, 5th January 1922.

The 20th January 1922.

BAY OF BENGAL.

BURMA COAST.

Entrance to Port of Rangoon—Alteration in Lighting.

No. 45 (third publication)—

Former Notice.—No. 507 of 1921.

1. *Subject.*—On the 17th January 1922 a light-vessel painted red with one mast and the words "China Bakir" painted in white letters on both sides was placed in the following position.

Position.—Lat. $16^{\circ} 6\frac{1}{2}'$ N., long. $96^{\circ} 10\frac{1}{2}'$ E. with China Bakir light-house bearing North (True) distant 10 miles.

Character.—A fixed white light.

Visibility.—12 miles.

2. *Subject.*—On the 11th January 1922 the Spit light-vessel was replaced by a Brig painted red, with lower masts only, with the word "Spit" painted in white letters on both sides.

Position.—Lat. $16^{\circ} 27'$ N., long. $96^{\circ} 22'$ E.

Character.—A fixed white light.

Visibility.—10 miles all round the horizon.

Elevation.—40 feet above water.

Charts affected.—No. 833, Rangoon river and approaches.
 „ 823, Koronge Island to White point.
 „ 830, Bassein river to Pulo Penang.
 „ 70, Bay of Bengal.

Publications.—List of Lights, Part VI, 1921, Nos. 643 and 646.
 Bay of Bengal Pilot, 1910, pages 452 and 457.

Authority.—Principal Port Officer, Burma, Rangoon, Notice No. 18 of 1922 and telegram, dated the 17th January 1922.

INDIA, EAST COAST.

Pamban—Alteration in character of light.

No. 46 (third publication).—

Former Notice.—No. 455 of 1921 is hereby cancelled.

Subject.—The alteration in the character of the light at Pamban will not now take place and the present group occulting white light will be continued as heretofore.

Position.—Lat. $9^{\circ} 17'$ N., long. $79^{\circ} 13'$ E.

Charts affected.—No. 70, Bay of Bengal.

„ 68a, Palk strait and Gulf of Manar.
 „ 69, Gulf of Manar—Pamban Pass.
 „ 3581, Approches to Pamban Pass.
 „ 828, Cape Comorin to Cocanada.

Publications.—List of lights, Part VI, 1921, No. 542.
 Bay of Bengal Pilot, 1910, page 182.

Authority.—Madras Notice No. 64 of 1921.

INDIA—WEST COAST—CALICUT.

Alteration in Character of Light.

No. 47 (third publication).—The following particulars, etc., relative to the above, issued by the Presidency Port Officer, Madras, in his Notice to Mariners (No. 67 of 1921), are republished:—

Subject.—On or after the 15th April 1922, the present occulting character of Calicut Light will be changed to a triple-flashing character. Particulars of light are as follow:—

Position.—Latitude $11^{\circ} 15'$ N.

Longitude $75^{\circ} 46'$ E.

Character of Light.—White Flashing Acetylene Light, giving three quick flashes every nine seconds, i.e., flash $\frac{3}{10}$ second, short darkness $\frac{1}{10}$ seconds, short darkness and long darkness $5\frac{1}{10}$ seconds.

Description of Tower.—Masonry Tower.

Height and Range.—About 50 feet above high water. Range 12 miles.

Arc of illumination.—All directions seaward.

Charts affected.—No. 747, Mount Dilli to Calicut.

„ 64, Sacrifice rock to Beipur.
 „ 827, Vengurla to Cape Comorin.
 „ 70, Bay of Bengal.

Publications.—West Coast of India Pilot, 1919, page 144.

List of Lights, Part VI, 1921, No. 453.

List of Light houses, and Light vessels in British India, 40th Issue, 1921, No. 138.

Authority.—Port Officer, Calicut.

SOUTH AUSTRALIA—SPENCER GULF.

Cape Elizabeth—Wrecked ketch “*Lillie May*”.

No. 48 (third publication).—The President of the Marine Board, Adelaide has given Notice (No. 6 of 1921) that the ketch *Lillie May* is lying sunk in about 6 fathoms, about one mile to the westward of the buoy marking the dangers off Cape Elizabeth. Mariners are cautioned to keep a good lookout when navigating the vicinity.

The position of the wreck is marked in the daytime by the vessel's topmast and at night by a white light shown therefrom.

This notice affects Admiralty chart No. 2389.

SOUTH AUSTRALIA—SPENCER GULF.

Port Pirie river—Alteration of light.

No. 49 (third publication).—The President of the Marine Board, Adelaide, has given Notice (No. 8 of 1921) that on and after the night of 12th December 1921, the fixed white light of No. 8 beacon, Port Pirie River, will be altered to an “AGA” flashing white light, flashing 120 times per minute.

Approximate position.—Lat. $33^{\circ} 7' 5''$ S., long. $138^{\circ} 1' 3''$ E.

This affects Admiralty charts Nos. 403, 2389, also Australia Pilot vol. 1, page 224.

SOUTH AUSTRALIA.

Port Le Hunte—Buoy established.

No. 50 (third publication).—The President of the Marine Board, Adelaide, has given Notice (No. 9 of 1921) that a hauling-off buoy has been laid down on the southern side of Port Le Hunte Jetty, distant 300 ft. south of the inner end of jetty head, in 10 ft. at L. W. S.

Approximate position of jetty.—Lat. $32^{\circ} 6'$ S., long. $133^{\circ} 0'$ E.

Chart affected.—No. 1061, Australia Pilot, vol. 1, page 100.

SOUTH AUSTRALIA—DENIAL BAY.

Approach to Port Thevenard—Buoyage.

No. 51 (third publication).—The following Notice to Mariners (No. 10 of 1921) issued by the President of the Marine Board, Adelaide, is republished:—

“With reference to Notice to Mariners, No. 5 of 1921, Masters of Vessels, Pilots and others are hereby informed that on or about the 18th October 1921, the red buoy marking the south side of Yatala Channel and the black buoy situated about $2\frac{1}{2}$ cables south-easterly of Bird Rock will be removed, and the southern entrance to the dredged channel will be marked by a red buoy with staff and ball head on the starboard hand and a black buoy with staff and diamond head opposite on the port hand, the latter being about 1 cable south-south-westerly of No. 5 light beacon.

Approximate position of No. 5 beacon.—Lat. $32^{\circ} 11\frac{1}{2}'$ S., long. $133^{\circ} 38'$ E.

This affects Admiralty Charts Nos. 1061 and 2759B. and Australia Pilot, vol. I, page 108, and 1920 supplement thereto.”

P. G. GLANVILLE, COMMANDER, R.I.M.,
Dy. Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, FEBRUARY 22, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,
Dy. Port Officer of Calcutta.

H. E. SPRY,
*Secretary to the Government of Bengal,
Marine Department (offg.).*

CALCUTTA, the 10th February 1922.

BRITISH POSSESSIONS.

Caution when approaching British Ports.

No. 71 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1 of 1922), are republished:—

PART I.

Closing of Ports.

Former Notice.—No. 1 of 1921. (*This office No. 59 of 1921*); hereby cancelled.

(1) My Lords Commissioners of the Admiralty, having taken into consideration the fact that it may be necessary to forbid all entrance to certain ports of the Empire, this is to give notice that on approaching the shores of the United Kingdom, or any of the ports or localities of the British Empire, a sharp look-out should be kept for the signals described in the following paragraph, and for the vessels mentioned in paragraph (5), Part II, of this notice, and the distinguishing and other signals made by them. In the event of such signals being displayed, the port or locality should be approached with great caution, as it may be apprehended that obstructions may exist.

(2) If entrance to a port is prohibited three *red* vertical lights by night, or three *red* vertical balls by day, will be exhibited in some conspicuous position, in or near to its approach, which signals will also be shown by the vessels indicated in paragraph (5), Part II, of this notice.

If these signals are displayed, vessels must approach the port with the greatest caution and implicitly obey all orders or signals given them by the Examination vessel or signal station.

(3) At some ports or localities at home or abroad, search-lights are occasionally exhibited for exercise.

Instructions have been given to avoid directing moveable search-lights during practice on to vessels under way, but mariners are warned that great care should be taken to keep a sharp look-out for the signals indicated in paragraph (2) above, when search-lights are observed to be working.

PART II.

Examination Service.

(4) In certain circumstances it is also necessary to take special measures to examine vessels desiring to enter ports or localities at home or abroad.

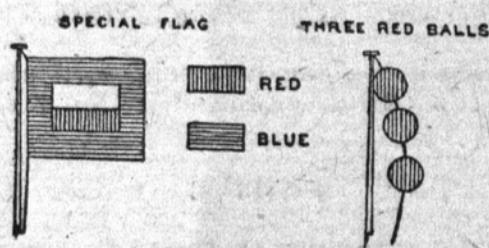
(5) In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph (7) will be charged with the duty of examining ships which desire to enter the port and of allotting positions in which they shall anchor. If Government vessels, or vessels belonging to the local port authority, are found patrolling in the offing, merchant vessels are advised to communicate with such vessels with a view to obtaining information as to the course on which they should approach the port. Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

(6) As the institution of the Examination Service at any port will never be publicly advertised, especial care should be taken in approaching the ports, by day or night, to keep a sharp look-out for any vessel carrying the flags or lights mentioned in paragraph (7), and to be ready to "bring to" at once when hailed by her or warned by the firing of a gun or sound rocket.

In approaching by night any British port in the United Kingdom or abroad, serious delay and risk will be avoided if four efficient all round lanterns, two *red* and two *white*, are kept available for use.

(7) **By day** the distinguishing flag of the Examination Steamer will be a special flag (white and red horizontal surrounded by a blue border).

Also, three red vertical balls if the port is closed.



Usually the Examination Steamers will fly the blue ensign, but in certain circumstances they may fly the white ensign.

By night the steamer will carry:—

- (a) Three *red* vertical lights if the port is closed.
- (b) Three *white* vertical lights if the port is open.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

(8) Masters are warned that, when approaching a British port where the Examination Service is in force, they must have the signal letters of their vessel ready to hoist immediately the Examination Steamer makes the signal: "What ship is that?"

(9) Masters are warned that, before attempting to enter any port when the Examination Service is in force, they must in their own interests strictly obey all instructions given to them by the Examination Steamer.

Whilst at anchor in the Examination Anchorage, Masters are warned that it is forbidden, except for the purpose of avoiding accident, to do any of the following things, without permission from the Examining Officer:—

- To lower any boat.
- To communicate with the shore or with other ships.
- To move the ship.
- To work cables.
- To allow any person or thing to leave the ship.

(10) In case of fog, Masters are enjoined to use the utmost care, and the port should be approached with caution.

(11) When the Examination Service is in force merchant vessels when approaching ports are especially cautioned against making use of private signals of any description, either by day or night; the use of them will render a vessel liable to be fired on.

(12) The pilots attached to the ports will be acquainted with the regulations to be followed.

PART III.

Mine-sweeping Operations.

H. M. Vessels engaged in mine-sweeping operations or exercises are hampered to a considerable extent in their manœuvring powers.

With a view to indicating the nature of the work on which they are engaged, these vessels will show the signals hereinafter mentioned. For the public safety all other vessels, whether steamers or sailing craft, should endeavour to keep out of the way of vessels flying these signals and not approach them inside the distances mentioned herein, specially remembering that it is dangerous to pass between the vessels of a pair or group sweeping together.

1. SIGNALS THAT WILL BE SHOWN BY DAY.

(a) By vessels working singly:—

A black ball at the foremast head, and a similar ball at each yard-arm or where they can best be seen.

Vessels showing this signal should not be approached nearer than 900 yards (822^m9).

(b) By vessels working in pairs or groups:—

A black ball at the foremast head, and a similar ball at the yard-arm or where it can best be seen, on that side on which it is dangerous to pass.

Vessels should not pass within a distance of 400 yards (365^m8) astern of a pair or group of sweepers, or when more than one pair or group are working in company within a distance of 400 yards (365^m8) astern of the rear pair or group. They should on no account attempt to pass between pairs or groups working in company.

2. SIGNALS THAT WILL BE SHOWN BY NIGHT.

As for day, except that all round green lights will be used in a similar manner to and in place of the black balls.

Note.

This Notice is a republication of Notice No. 1 of 1921. (This office No. 59 of 1921.)

Authority.—The Lords Commissioners of the Admiralty. (H. 7011-21.)

AIRCRAFT.

Information with regard to Distress Signals by Day and Night.

No. 72 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 7 of 1922), are republished:—

Former Notice.—No. 11 of 1921. (*This office No. 61 of 1921.*)

Mariners and others are notified that when any aircraft is in distress and requires assistance, the following shall be the signals displayed by her, either together or separately:—

- I. The International Signal "S.O.S." by means of Visual or Wireless Telegraphy.
- II. The International Code Signal of Distress indicated by N.C.
- III. The Distant Signal consisting of a square flag having above or below it a ball or anything resembling a ball.
- IV. A continuous sounding with any sound apparatus.
- V. A signal consisting of a succession of White Very's lights, fired at short intervals.
- VI. A white flare from which at intervals of about 3 seconds a white light is ejected into the air.

Note.—The above signals are subject to such modification as shall be published from time to time.

Remarks.—This Notice is a revision of the former Notice quoted above.

Authority.—Air Ministry. (H. 7018-21.)

MALACCA STRAIT—PORT SWETTENHAM APPROACH.

Tanjong Sau Light—Alteration in Characteristics.

No. 73 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 9 of 1922), are republished:—

Position.—Lat. $3^{\circ} 00'$ N., long. $101^{\circ} 20'$ E. (*approx.*).

New abridged description.—Lt. Occ. ev. 30 sec., vis. 14 m.

Details.—The two fixed white (vertical) lights have been replaced by a light having the undermentioned characteristics:—

Character.—*Occulting white every thirty seconds, thus:*

| | |
|---------------|-----------------|
| <u>Light,</u> | <u>eclipse.</u> |
| 20 sec. | 10 sec. |

Visibility.—14 miles.

Remarks.—The other characteristics of the light are not stated.

Charts affected.—No. 2153, Port Swettenham.

„ 3453, Klang strait and approaches.

„ 794, Pulo Berhala to Cape Rachado.

Publications.—List of Lights, Part VI, 1921, No. 755.

China Sea Pilot, Vol. I, 1916, page 210.

Authority.—Harbour Master, Selangor, Port Swettenham. (H. 7542-21.)

SUMATRA—WEST COAST.

(1) *Ayer Bangies to Padang—Amendments to the Charts.*

(2) *Batu and Mentawi islands—General amendments to the Charts.*

No. 74 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 10 of 1922), are republished:—

(1) **Ayer Bangies to Padang.**

Position.—Ayer Bangies, lat. $0^{\circ} 11'$ N., long. $99^{\circ} 24'$ E. (*approx.*).
Padang, lat. $0^{\circ} 58'$ S., long. $100^{\circ} 21'$ E. (*approx.*).

Details.—Amendments to the charts with regard to shoals and depths between the two places mentioned above are shown on the accompanying reproduction of a portion of chart No. 2760; certain minor amendments to the topography are also shown on this reproduction.

(2) **Batu and Mentawi Islands.**

Position.—Katorei bay, Seaflower channel, lat. $1^{\circ} 45'$ S., long. $99^{\circ} 15'$ E. (*approx.*).

Details.—Extensive amendments to the charts with regard to Batu and Mentawi islands and the depths and shoals in vicinity, embodying the latest information received, are shown on the accompanying reproductions of portions of charts Nos. 2760, 2761 and 748b.

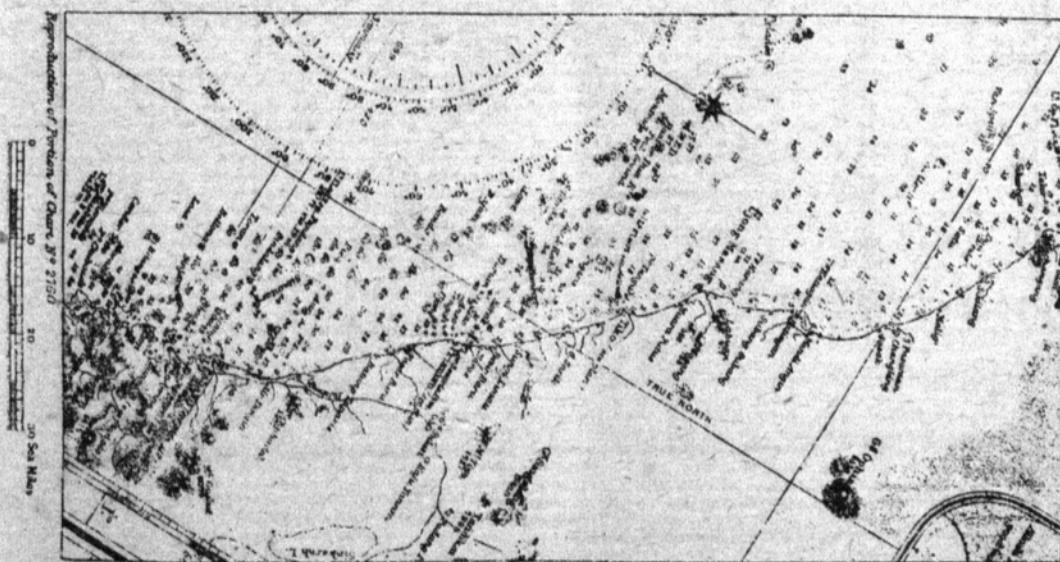
Charts affected.—No. 2760, Acheh head to Chingkuk bay.

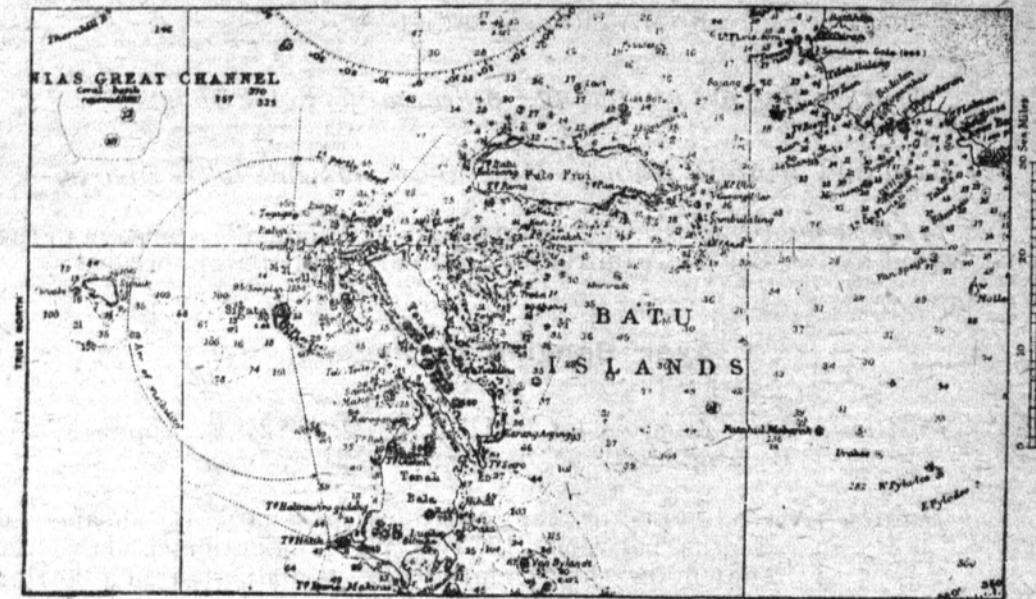
„ 2761, Chingkuk bay to the Strait of Sunda.

„ 748b, Indian ocean—northern portion.

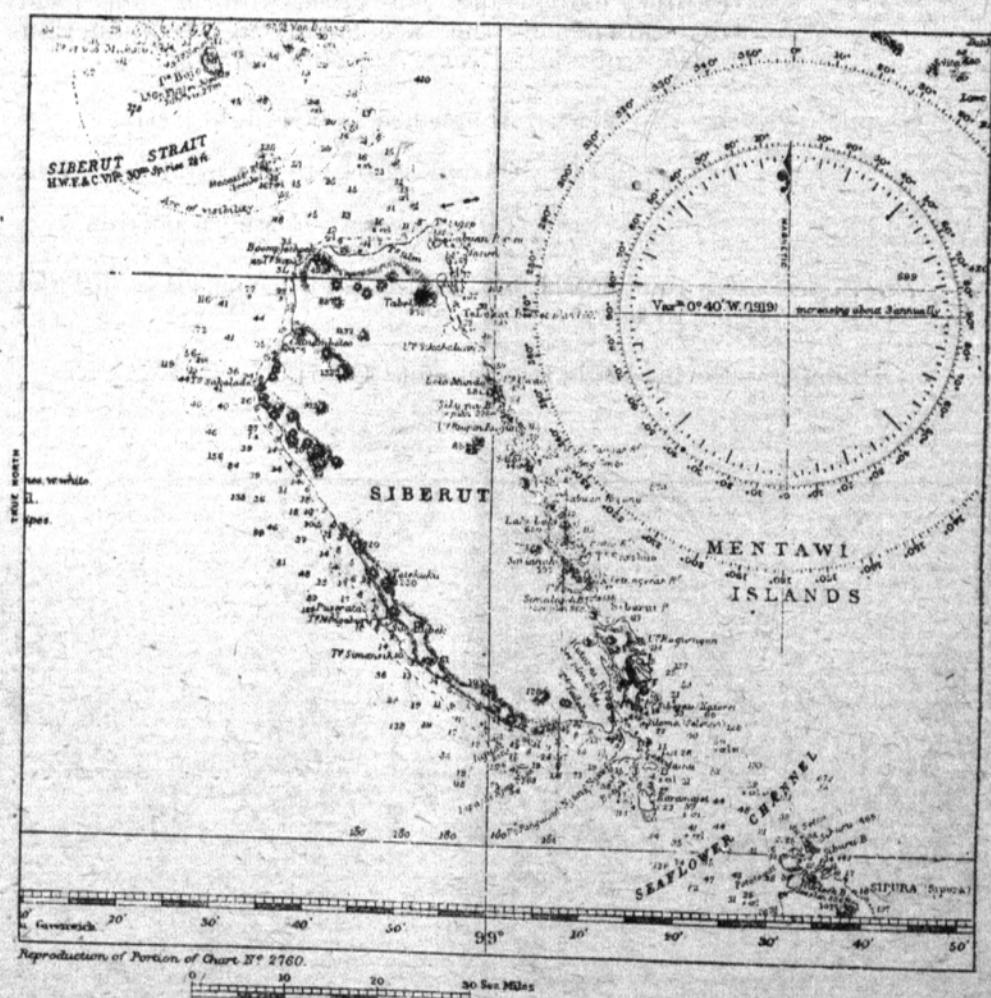
Publication—China Sea Pilot, Vol. I, 1916, pages 364 to 379 and 436 to 466.

Authority.—Netherlands Government Charts. (H. 4123-21.)



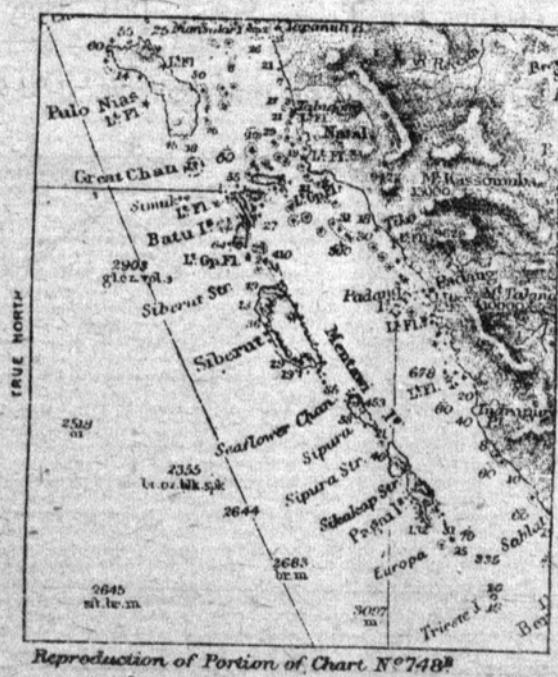
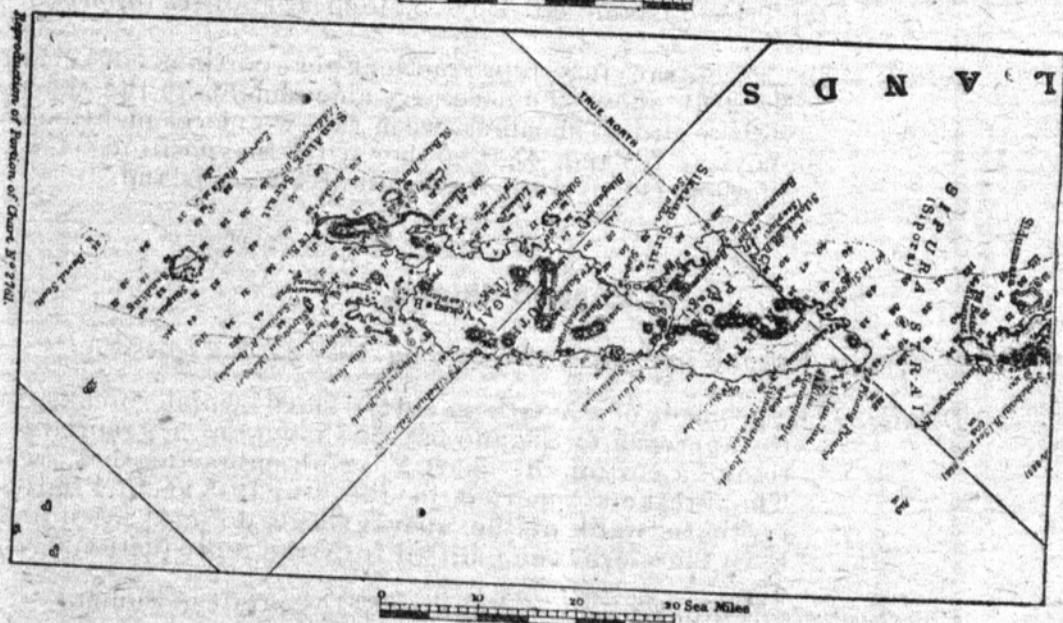
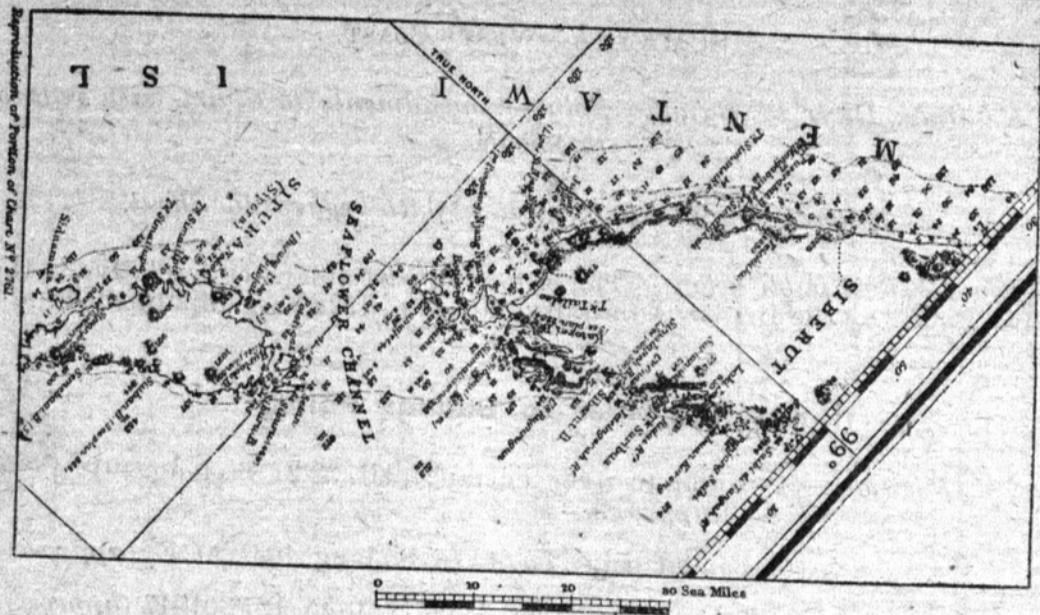


REPRODUCTION OF BUREAU OF CHARGE 357 2760,



Reproduction of Portion of Chart N° 2760.

APPENDIX TO THE CALCUTTA GAZETTE, FEB. 22, 1922. 131



SUMATRA—WEST COAST.

(1) *Ketahun River to Bandar Point—Amendments to Chart with regard to Shoals.*

(2) *Engano island—Information with regard to Shoal.*

No. 75 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 11 of 1922), are republished:—

(1) Ketahun river to Bandar Point.

Position.—(a) Ketahun river entrance, lat. $3^{\circ} 24'$ S., long. $101^{\circ} 49'$ E. (approx.).

(b) Bandar point, lat. $4^{\circ} 48'$ S., long. $103^{\circ} 20'$ E. (approx.).

(c) Trieste island, lat. $4^{\circ} 00'$ S., long. $101^{\circ} 01'$ E. (approx.).

Details.—The accompanying reproductions of portions of chart No. 2761 show the necessary amendments to the charts with regard to shoals between the two places mentioned above at (a) and (b), together with the position of an 8-fathom ($14^{\text{m}}6$) shoal westward of Trieste island.

(2) Engano Island.

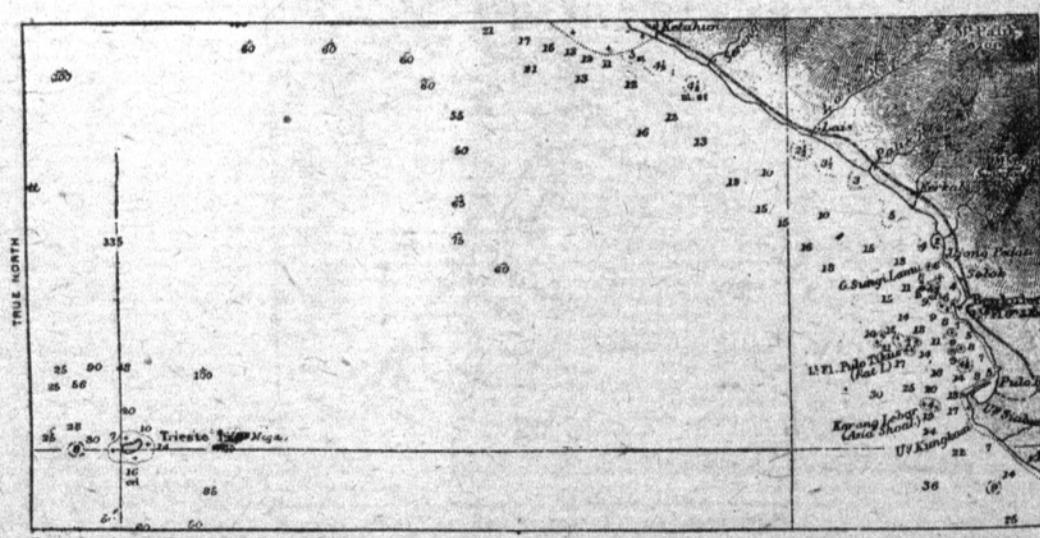
Position.—Engano bay, lat. $5^{\circ} 28'$ S., long. $102^{\circ} 22'$ E. (approx.).

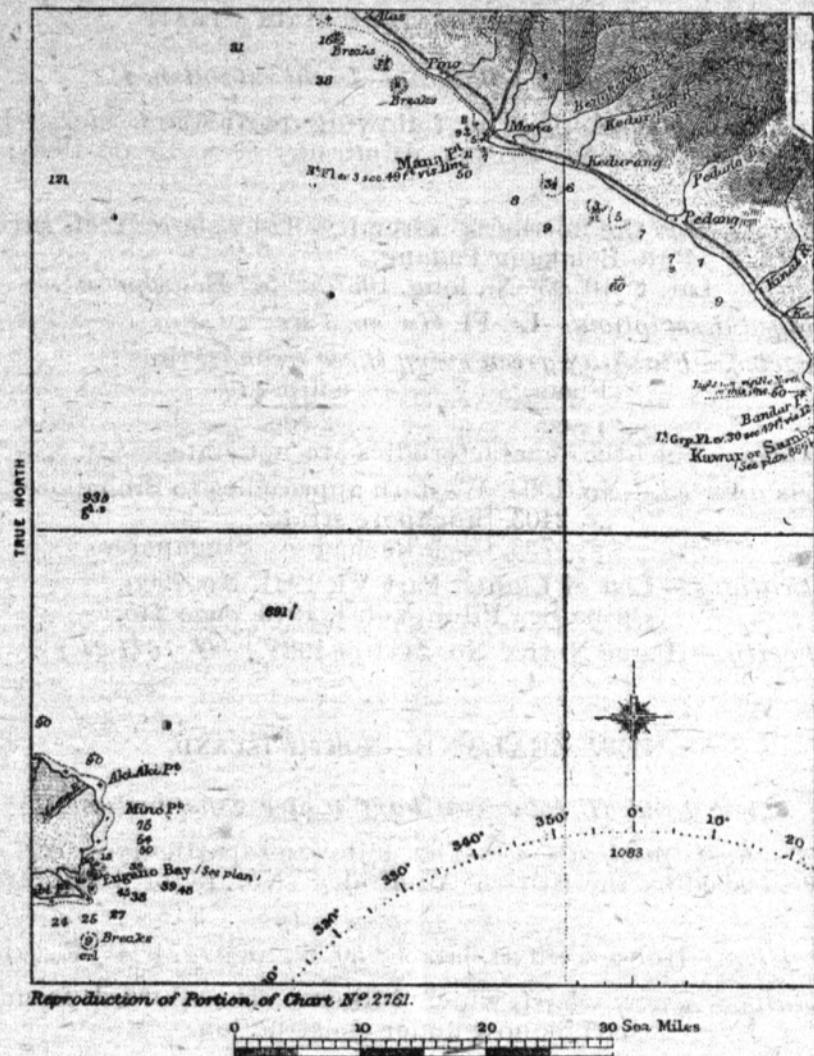
Details.—The position of a 9-fathom ($16^{\text{m}}5$) shoal which breaks, in the approach to Engano bay, is shown on the reproduction of a portion of chart No. 2761 embracing that area. The breakers reported in the year 1918 about 4 miles north-eastward of the above shoal do not exist and have therefore been omitted from the reproduction.

Chart affected.—No. 2761, Chingkuk bay to the Strait of Sunda.

Publication.—China Sea Pilot, Vol. I, 1916, pages 394 to 399, 468; Supplement No. 5, 1921.

Authority.—Netherlands Government Chart. (H. 6995 & 6998-21.)





PORTUGUESE EAST AFRICA.

River Pungue Approach—Amended Position of Beacon; Further Details.

No. 76 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 12 of 1922), are republished:—

Former Notice.—No. 423 of 1921. (This office No. 219 of 1921.)

Position.—At a distance of 4·23 miles, 055° , from Macuti lighthouse.
Lat. $19^{\circ} 48' S.$, long. $34^{\circ} 58' E.$ (approx.).

Description.—A wooden truncated pyramid surmounted by a staff and double cone, 72 feet (21^m9) in height. The lower portion of the upper platform and the double cone are painted in black and white vertical stripes, the remainder is painted red.

Remarks.—This beacon was formerly described as being 90 feet (27^m.4 in height and situated about 2 miles north-eastward of the above position, near the River Macuti entrance)

Note.—The position on the chart is to be amended accordingly, and the beacon is to be marked “(Conspic. 72 ft. high).”

Chart affected.—No. 648, Delagoa bay to River Zambezi.

Publication.—Africa Pilot, Part III, 1915, page 229; Supplement No. 5, 1921.

Authority.—Lisbon Notice No. 37 of 1921. (H. 919-21.)

CHINA SEA—SINGAPORE MAIN STRAIT.

Pulo Belakang Padang—Light established.

No. 77 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 15 of 1922), are republished:—

Position.—Near the northern extremity of the shore reef surrounding Pulo Belakang Padang.

Lat. $1^{\circ} 10' 03''$ N., long. $103^{\circ} 52' 57''$ E. (*approx.*).

Abridged description.—Lt. Fl. Gn. ev. 3 sec.

Character.—*Flashing green every three seconds, thus:*

| | |
|--------|-----------------|
| Flash. | <u>eclipse.</u> |
| 1 sec. | <u>2 sec.</u> |

Remarks.—The other characteristics are not stated.

Charts affected.—No. 1994, Western approaches to Singapore.

„ 2403, Singapore strait.

„ 795, Cape Rachado to Singapore.

Publications.—List of Lights, Part VI, 1921, No. 790a.

China Sea Pilot, Vol. I, 1916, page 245.

Authority.—Hague Notice No. 2441 of 1921. (H. 7611-21.)

NEW ZEALAND—NORTH ISLAND.

Auckland Harbour—Wharf under construction.

No. 78 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 16 of 1922), are republished:—

Position.—Hobson wharf, lat. $36^{\circ} 50'$ S., long. $174^{\circ} 46'$ E. (*approx.*).

Details.—A new wharf, which will extend northward from Hobson wharf, is now under construction.

Note.—The note “*Works in progress (1921)*” is to be placed on the chart.

Chart affected.—No. 1970, Auckland harbour and approaches, with plan.

Publication.—New Zealand Pilot, 1919, page 191.

Authority.—Wellington Notice No. 59 of 1921. (H. 7570-21.)

SUMATRA—WEST COAST.

Pulo Pisang Kru Light—Amended Arc of Visibility.

No. 79 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 17 of 1922), are republished:—

Position.—Lat. $5^{\circ} 07'$ S., long. $103^{\circ} 50'$ E. (*approx.*).

Details.—The arc of visibility of this flashing white light is from 270° , through north, to 101° , and not as shown on the chart.

Note.—The western limit of the arc of visibility is to be inserted on chart No. 2761 with the note “*Light not visible North of this line.*”

Charts affected.—No. 866, Plan of Pulo Pisang harbour and Kru road.

„ 2761, Chingkuk bay to the Strait of Sunda.

Publication.—List of Lights, Part VI, 1921, No. 845.

Authority.—Hague Notice No. 2439 of 1921. (H. 7610-21.)

PERSIAN GULF—EASTERN SHORE.

Bashi—Information with regard to Depth.

No. 80 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 19 of 1922), are republished:—

Position.—At a distance of about 2 miles south-westward of Bashi village.

Lat. $28^{\circ} 38' 30''$ N., long. $51^{\circ} 02' 15''$ E.

Details.—A depth of $2\frac{1}{2}$ fathoms (5 m 0) exists in the vicinity of the above position.

Chart affected.—No. 2837b, Persian gulf—western sheet.

Publication—Persian Gulf Pilot, 1915, page 256.

Authority.—H.M.S. *Crocus*. (H. 7003-21.)

INDIA, WEST COAST—BOMBAY HARBOUR.

Caution.—Report of a derelict bugalow.

No. 81 (*first publication*).—

Subject.—The Port Officer, Bombay, reports a sunken wreck of a large bugalow with a mast visible about 3 feet above high water.

Position.—Due south of Prongs lighthouse, 3 miles distant (approx.) in the Fairway.

Remarks.—She will probably drift out to seaward with present tide.

Caution.—Mariners are warned accordingly.

Authority.—Director of the Royal Indian Marine, Bombay, Notices dated 31st January and 4th February 1922.

BAY OF BENGAL.

Caution.—Report of a floating wreckage.

No. 82 (*first publication*).—

Subject.—The Master of the SS. "Trautenfels" reports having passed the floating wreckage of a small craft in the following position:—

Position.—Lat. $18^{\circ} 47'$ N., long. $90^{\circ} 28'$ E.

Caution.—Mariners are hereby warned.

Charts temporarily affected.—No. 70, Bay of Bengal.

„ 829, Cocanada to Bassein river.

Authority.—Arrival Report of the SS. "Trautenfels" dated 8th February 1922.

AFRICA, EAST COAST.—TANGA BAY.

Kwawa Reef-Buoy Southward of replaced by red conical buoy.

No. 83 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 7M. of 1922), are republished:—

Position.—Lat. $5^{\circ} 02\frac{1}{4}'$ S., long. $39^{\circ} 08'$ E. (approximate).

Details.—The red drum buoy, surmounted by square top mark, marking the Southern extremity of Kwawa Reef, Southward of Ras Chongoliani, has been replaced by a red conical buoy, with cage.

Charts affected.—No. 663, Mansa and Tanga Bays.
 „ 1390, Chale Point to Pangani.
 „ 664, Zanzibar to Malindi.

Publication.—East Coast of Africa Pilot, 1915, page 451, Supplement No. 4, 1920.

Authority.—The Commander in Chief, East Indies, dated the 1st January 1922.

CHINA—NORTH COAST.

Northern entrance to Chefoo inner harbour—Position of Mole End light-beacon.

No. 84 (*first publication*).—The Coast Inspector, Shanghai, has given notice (No. 744 of 1922) that the Mole End Light, Northern Entrance to Chefoo Inner Harbour, is now exhibited from a *red* iron trestle structure situated on the Mole, 160 feet from its eastern end. From the Light-beacon, Tower Hill Lighthouse bears S. $6^{\circ} 20'$ E., distant 5 cables. The characteristics of the light remain unchanged.

INDIA, BAY OF BENGAL.

HUGHLI RIVER APPROACH, SANDHEADS.

Eastern Channel light-vessel—Exhibition of blue-light flare.

No. 85-I (*first publication*).—

Subject.—The “blue-light flare” exhibited from the light-vessel at the Eastern Channel Station, Sandheads, will in future be exhibited between the dates 15th March and 31st October only.

The “blue-light flare” will be discontinued between the dates 1st November and 14th March, both days inclusive, commencing 1st November 1922.

Position.—Lat. $20^{\circ} 53'$ N., long. $88^{\circ} 12'$ E.

Charts affected.—No. 70, Bay of Bengal.

„ 829, Cocanada to Bassein river.

„ 814, The Sandheads—False Point to Matla river.

Publications.—List of Lights, Part VI, 1921, No. 606 (Remarks).

Bay of Bengal Pilot, 1910, page 290.

Authority.—Deputy Conservator, Port of Calcutta, letter No. 986, dated 8th February 1922.

The 3rd February 1922.

BAY OF BENGAL—BURMA COAST.

Rangoon River entrance—Pilot Brig “Kyauktan” replaced on Station.

No. 56 (*second publication*).—

Former Notice.—No. 469 of 1921.

Subject.—The Pilot Brig “Kyauktan” was replaced on the Pilot Station on the 27th January 1922.

Charts affected.—No. 833, Rangoon river and approaches.

„ 823, Koronge island to White Point.

„ 830, Bassein river to Pulo Penang.

Publication.—Bay of Bengal Pilot, 1910, page 458; Supplement No. 5 of 1920.

Authority.—Deputy Conservator, Port of Rangoon, Notice dated 25th January 1922.

EASTERN ARCHIPELAGO—BALI, SOUTH-EAST COAST.

Benoa Channel and Pantai Timur—Amendments to the Chart.

No. 57 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2175 of 1921), are re-published:—

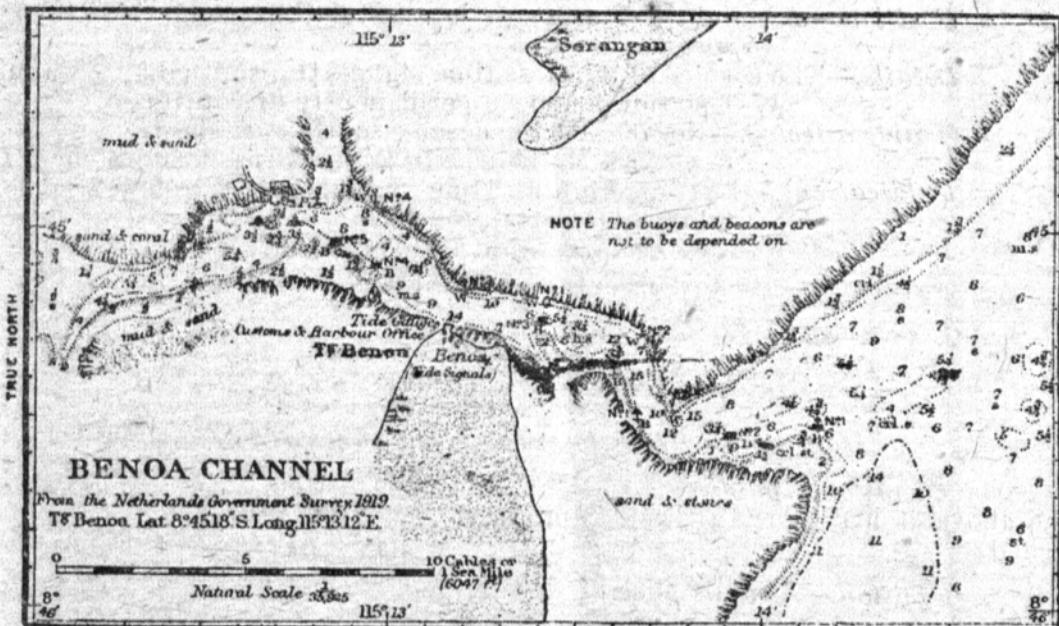
Position.—Tanjong Benoa, lat. $8^{\circ} 45'$ S., long. $115^{\circ} 13'$ E. (approx.).

Details.—General amendments to the chart in the vicinity of Benoa channel and Pantai Timur, as a result of a recent survey, are shown on the accompanying reproduction of portions of the undermentioned plans on chart No. 934.

Chart affected.—No. 934, Plans of Benoa channel and Pantai Timur and Sanur road.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 213; Supplement No. 5, 1921.

Authority.—Netherlands Government Chart. (H. 6474-21.)



Reproduction of Portions of Chart No. 934.



CHINA—GULF OF PE CHILI.

Pei-Ho (Peking) River Approach—Existence of Wreck.

No. 58 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2186 of 1921), are republished:—

Position.—At a distance of 9 cables, 276° , from the charted position of Taku light-vessel.

Lat. $38^{\circ} 57' N.$, long. $117^{\circ} 51' E.$ (approx.).

Description.—Sunken wreck of a lighter with masts showing above water.

Charts affected.—No. 2653, Pei-ho river—sheet 1.

„ 598, Li tsin ho to Ning hai.

„ 1256, Gulfs of Pe chili and Liau tung.

Authority.—Shanghai Notice No. 607 of 21st October 1921. (H. 7507-21.)

NEW ZEALAND—NORTH ISLAND.

Awanui—Wireless Time Signals discontinued.

No. 59 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2187 of 1921), are republished:—

Position.—Awanui W-T station, lat. $34^{\circ} 54' S.$, long. $173^{\circ} 18' E.$ (approx.).

Details.—The service of wireless time signals transmitted by Awanui W-T station has been permanently discontinued.

Charts affected.—No. 780, Pacific ocean—south-west sheet.

„ 788, Melbourne to Cape Horn—western sheet.

Publications.—List of Lights, Time Signals and Wireless Signals, 1921 (All Parts), No. 5030.

New Zealand Pilot, 1919, pages 137, 138.

Authority.—Hector Observatory, Wellington. (H. 6845-21.)

CHINA SEA—PULO CONDORE GROUP.

Hon Vioum (Round Islet)—Shoal westward of.

No. 60 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2194 of 1921), are republished:—

Position.—At a distance of approximately 5 cables, 270° , from the centre of Hon Vioum.

Lat. $8^{\circ} 38' N.$, long. $106^{\circ} 32' E.$ (approx.).

Depth.—2 fathoms (3^m7).

Note.—The shoal is to be marked on the chart with the note “P.D.”

Chart affected.—No. 1000, Pulo Condore group.

Publication.—China Sea Pilot, Vol. III, 1912, page 102.

Authority.—Paris Notice No. 1651 of 1921. (H. 7293-21.)

KOREA, SOUTH-WEST COAST—SHOAN GROUP.

Pogiri To—Shoal westward of.

No. 61 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2200 of 1921), are republished:—

Position.—At a distance of about $6\frac{1}{2}$ miles westward of the northern extremity of Pogiri to.

Lat. $34^{\circ} 10' 15'' N.$, long. $126^{\circ} 24' 50'' E.$ (approx.).

Depth.—3½ fathoms (6m4).

Note.—The shoal is to be marked on the charts with the note “P.D.”

Charts affected.—No. 3365, Port Hamilton to Mackau group.

“ 104, Korean archipelago—southern portion.

“ 3480, Shantung promontory to Nagasaki.

“ 1262, Hongkong to Gulf of Liau-tung.

“ 2347, Honshū, Kiusiu and Shikoku, &c.

Publications.—E.C. Korea, &c., Pilot, 1913, page 40.

China Sea Pilot, Vol. V, 1912, page 656.

Authority.—Tokyo Notice No. 368 of 1921. (H. 7455-21.)

JAPAN—HONSHŪ, SOUTH COAST.

Yokohama Harbour—Beacon and Light-Buoy established to mark Works in progress.

No. 62 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2201 of 1921), are republished:—

(a) *Beacon*:

Position.—On the northern breakwater, at a distance of 4·42 cables, 326°, from the fixed red light on the south-eastern end.

Lat. 35° 28' N., long. 139° 39' E. (approx.).

Description.—A wooden beacon.

(b) *Light-buoy*:

Position.—At a distance of 4·20 cables, 308°, from the light on the south-eastern end of the northern breakwater.

Description.—A light-buoy exhibiting an *occulting green* light.

Remarks.—Reclamation works are in progress within the area lying between the breakwater and a line joining its western end with the light-buoy described above, terminated by a line joining the beacon and the light-buoy.

Note.—The above area is to be shown on the chart in pecked lines, with the note “*Reclamation Works in progress (1921).*”

Charts affected.—No. 3109, Yokohama bay.

“ 3548, Yokohama to Uraga.

Publication.—Japan Pilot, 1914, page 206.

Authority.—Tokyo Notice No. 344 of 1921. (H. 7146-21.)

SOUTH AFRICA—NATAL.

Sordwana and Approach—Flagstaff and Beacons removed; Reef reported.

No. 63 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2211 of 1921), are republished:—

(1) *Flagstaff and beacons removed*:

Position.—Site of flagstaff, lat. 27° 33' S., long. 32° 43' E. (approx.).

Details.—The flagstaff and beacons shown on the plan of Sordwana road on the undermentioned chart do not exist and are to be expunged.

The words “*Site of*” are to be prefixed to the word “*Flagstaff*” on the plan and in the title of the plan.

(2) Reef reported :

Position.—At a distance of about 2 miles southward of Sordwana river entrance.

Lat. $27^{\circ} 34' 45''$ S., long. $32^{\circ} 42' 45''$ E. (approx.).

Details.—From the above position the reef is reported to extend in a north-easterly direction, the northern extremity being about half a mile from the shore.

Note.—The reef is to be indicated on the chart in pecked lines and marked with the note "*Reef reported (1921) (P.A.)*".

Chart affected.—No. 2089, Tugela river to Delagoa bay, with plan.

Publication.—Africa Pilot, Part III, 1915, pages 185, 186.

Authority.—General Manager, South African Railways and Harbours. (H. 7625-21.)

INDIA, WEST COAST—ARABIAN SEA.

Minikoi Island Light—Caution with regard to Visibility.

No. 64 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2212 of 1921), are republished:—

Position.—Lat. $8^{\circ} 16'$ N., long. $73^{\circ} 01'$ E. (approx.).

Caution.—At distances of more than 6 miles Minikoi light is visible all round the horizon: but at distances of less than 6 miles the light is obscured by trees on certain bearings.

Note.—The obscured sector is to be expunged from the chart, and the following cautionary note inserted on the plan of Minikoi island on chart No. 827:—

“CAUTION.”

“When within 6 miles Minikoi light is obscured by trees between certain bearings, for details of which see Admiralty List of Lights.”

Chart affected.—No. 827, Vengurla to Cape Comorin, with plan.

Publications.—List of Lights, Part VI, 1921, No. 471.

W. C. India Pilot, 1919, page 381.

Authority.—Board of Trade. (H. 2568-21.)

JAPAN—TSUGARU KAIKO.

Oma Zaki—Light and Fog-Signal established.

No. 65 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2213 of 1921), are republished:—

(a) Light :

Position.—On Benten jima.

Lat. $41^{\circ} 33' 18''$ N., long. $140^{\circ} 54' 42''$ E.

Abridged description.—Lt. Gp. Fl. (3) ev. 30 sec., 116 ft., vis. 17 m.

Characteristics :

Character.—Group *flashing white* showing *three flashes every thirty seconds*, thus :

| | |
|----------------|----------|
| Three flashes, | eclipse. |
| 12 sec. | 18 sec. |

Elevation.—116 feet (35^m 4).

Visibility.—17 miles, from 008° through east to 317°.

Power.—30,000 candles.

Structure.—Octagonal tower painted in black and white horizontal bands, 75 feet (22^m 9) in height.

(b) Fog-signal :

Description.—A siren sounding *one blast every fifty-four seconds*, thus :

| | |
|--------|---------|
| Blast, | silent. |
| 4 sec. | 50 sec. |

Charts affected.—No. 2441, Tsugaru kaikyo.

„ 3409, Ishinomaki wan and Sakata ko to Tsugaru kaikyo.

„ 452, Hokushū island.

„ 2347, Honshū, Kiusiu and Shikoku, &c.

„ 2405, The Kuril islands.

„ 2459, North-west Pacific ocean, &c.

Publications.—List of Lights, Part VI, 1921, No. 2081.
Japan Pilot, 1914, page 673.

Authority—Tokyo, Department of Communications, Notice No. 1889 of 1921. (H. 7325-21.)

SUMATRA, WEST COAST—SUNDA STRAIT APPROACHES.

Belimbang Bay Approaches—Amendments to Charts with regard to Shoals.

No. 66 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2217 of 1921), are republished :—

Position.—Flat cape, lat. 5° 56' S., long. 104° 33' E. (approx.).

Details.—The accompanying reproduction of portions of charts Nos. 2056, 2761 and 941a shows the necessary amendments to those charts with regard to shoals and depths in the approaches to Belimbang bay.

Charts affected.—No. 2056, Sunda strait and approaches.

„ 2761, Chingkuk bay to the Strait of Sunda.

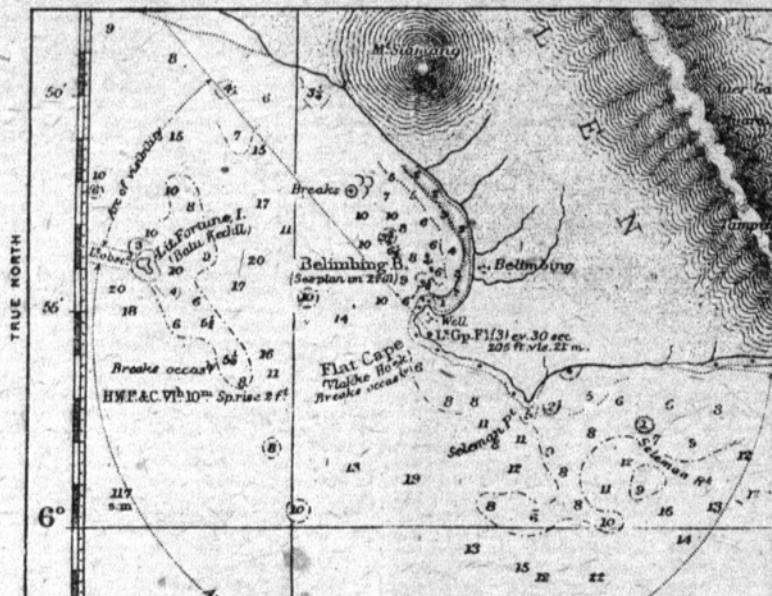
„ 941a, Eastern archipelago—sheet 1.

„ 1263, China sea.

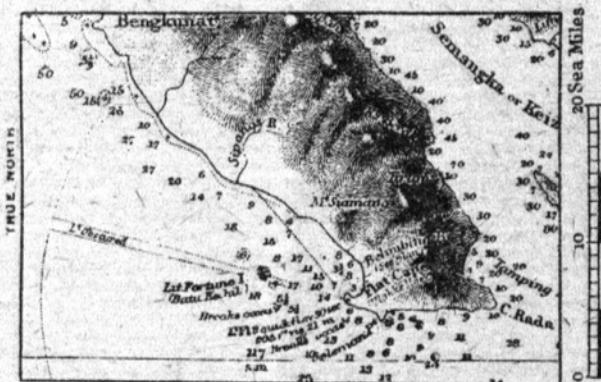
Publications.—China Sea Pilot, Vol. I, 1916, page 402.

China Sea Pilot, Vol. II, 1915, pages 47, 48.

Authority.—Netherlands Government Chart. (H. 7129-21.)



Reproduction of Portion of Chart No. 2056.



Details.—Dunkin reef is considered not to exist as a result of a recent examination and is to be expunged from the charts.

Charts affected.—No. 980, Caroline islands.

„ 781, Pacific ocean—north-west sheet.

„ 2483, Atlantic and Indian oceans, etc.

„ 2683, Pacific ocean.

„ 2937, Oceanic soundings, Indian and Western Pacific oceans.

„ 42, North Pacific Gnomonic chart.

Publication.—Pacific Islands Pilot, Vol. I, 1921, page 608.

Authority.—Tokyo Notice No. 331 of 1921. (H. 7140-21.)

KOREA, WEST COAST—CHEMULPHO SOUTHERN APPROACH.

An Kol Creek Entrance—Existence of Shoal.

No. 68 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2221 of 1921), are republished:—

Position.—At a distance of 1.04 miles, 206° , from So wolmi (Soorumi) to lighthouse.

Lat. $37^{\circ} 27'$ N., long. $126^{\circ} 35'$ E. (approx.).

Depth.—2 fathoms (3^m7), rock.

Charts affected.—No. 1270, Approaches to Chemulpho anchorage, with plan.

„ 1258, Approaches to Seoul.

Publication.—China Sea Pilot, Vol. V, 1912, page 608.

Authority.—Tokyo Notice No. 324 of 1921. (H. 7137-21.)

CHINA, SOUTH COAST—HONGKONG APPROACH.

Kap Sing Light—Correction to Chart No. 3280.

No. 69 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2224 of 1921), are republished:—

Former Notice.—No. 1347 of 1921. (This office No. 354 of 1921.)

Position.—Lat. $22^{\circ} 20'$ N., long. $114^{\circ} 04'$ E. (approx.).

Abridged description.—Lt. Gp. Fl. (2) ev. 10 sec., 124 ft., vis. 5 m.

Details.—Chart No. 3280 was not included in the list of charts affected by the former Notice quoted above, which notified an amended character for Kap Sing light. This chart is to be corrected accordingly.

Chart affected.—No. 3280, Hongkong waters—west.

Publication.—List of Lights, Part VI, 1921, No. 1513.

Authority.—Hydrographic Department. (H. 7736-21.)

CHINA, EAST COAST.—VICINITY OF SONGMEN POINT.

Flat Rock.—Obstruction reported; rock and shoals located.

No. 70 (second publication).—The Coast Inspector, Shanghai, has given Notice (No. 743 of 1921) that a submerged obstruction was recently reported to the south-eastward of the Flat Rock situated 29 miles S. 34° W., magnetic, from Songmen Point, and that a consequent examination of the area located the following rock and shoals:—

A rock, awash at low water of spring tides, in a position from which the summit of Flat Rock bears N. $54\frac{1}{4}^{\circ}$ W., magnetic, distant about $\frac{1}{4}$ cable.

A shoal patch, with a least depth of 25 feet at low water of spring tides, in a position from which the summit of Flat Rock bears N. 56° W., magnetic, distant $4\frac{1}{2}$ cables.

A shoal patch, with a least depth of 22 feet at low water of spring tides, in a position from which the summit of Flat Rock bears S. $15\frac{1}{2}^{\circ}$ W., magnetic, distant 4 cables.

The 27th January 1922.

INDIA—EAST COAST.

Cuddalore light—Alteration in character.

No. 52 (third publication)—

Former Notice.—No. 444 of 1921.

Subject.—The date of alteration in the character of Cuddalore light is postponed till on or after the 20th March 1922.

Authority.—Madras Notice No. 65 of 1921.

INDIA—EAST COAST.

Negapatam light—Alteration in character.

No. 53 (third publication)—

Former Notice.—No. 453 of 1921.

Subject.—The date of alteration in the character of the Negapatam light is postponed till the 27th March 1922.

Authority.—Madras Notice No. 66 of 1921.

PERSIAN GULF.

Shatt-al-Arab Entrance—Alteration in position of Inner Green Gas Buoy.

No. 54 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 2M. of 1922), are republished:—

Former Notice.—No. 111-M. of 1921. (*This Office No. 401 of 1921.*)

New position.—At a distance of about 5 miles, 323° , from Tidal Semaphore. Lat. $29^{\circ}54\frac{1}{4}'$ N., long. $48^{\circ}39\frac{1}{4}'$ E.

Description.—Black can light-buoy with flashing green light.

Remarks.—This light-buoy now marks the eastern extremity of starboard hand side of the channel.

Charts affected.—No. 1253, Shatt-al-Arab, Outer bar to Fao.

“ 1235, Mouth of the Euphrates.

Publications.—Persian Gulf Pilot, 1915, page 281; Supplement No. 6, 1921. Indian List of Lights, 40th issue, 1921. No. 30.

Authority.—The Port Officer, Basrah, dated 16th December 1921.

INDIA—WEST COAST. BOMBAY HARBOUR.

Steam Pilot Vessel replaced by Pilot Schooner for about six weeks from 5th January 1922.

No. 55 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 3M. of 1922), are republished:—

Former Notice.—No. 143-M. of 1921. (*This Office No. 499 of 1921.*)

Position.—Sunk Rock Light House N. (T) Malabar Point & Colaba Point.

Details.—The Steam Pilot Vessel has been withdrawn and replaced by the Sailing Pilot Schooner painted black with white band, and No. 1 painted on each bow. The usual pilot flag at the foremast head will be displayed.

Remarks.—The Steam Pilot Vessel was actually taken off her station and relieved by the Sailing Schooner on 5th January 1922.

Charts affected.—No. 655, Port of Bombay.

„ 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

Publication.—West Coast of India Pilot, 1919, page 228.

Authority.—The Port Officer, Bombay, 5th January 1922.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Dy. Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, MARCH 1, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,
Dy. Port Officer of Calcutta.

H. E. SPRY,
*Secretary to the Government of Bengal,
Marine Department (offg.).*

CALCUTTA, the 17th February 1922.

JAPAN—GULF OF OSAKA.

Osaka Ko Approach—Wrecks to be expunged from Charts.

No. 86 (first publication).—The following particulars, i.e., relative to the above, issued by the British Admiralty (No. 51 of 1922), are republished:—

Former Notice.—No. 785 of 1917. (*This Office No. 253 of 1917.*)

Position.—At a distance of about $1\frac{1}{2}$ miles westward from the entrance to Osaka ko.

Lat. $34^{\circ} 38'$ N., long. $135^{\circ} 22'$ E. (approx.).

Description.—Wreck (1917).

Remarks.—This wreck is to be expunged from the charts.

Charts affected.—No. 16, Kobe and Osaka.

„ 3566, Izumi nada and Harima nada.

„ 2875, Naikai (Seto uchi) or Inland sea.

Authority.—Japanese Government Chart. (H. 7756-21.)

NEW ZEALAND—NORTH ISLAND.

Tauranga Harbour—Buoys established to mark Dredged Channel.

No. 87 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 56 of 1922), are republished:—

(a) *Position*.—On the eastern side of the channel, at a distance of 3·23 cables, 050°, from charted position of Sulphur point spit light-beacon.

Sulphur point spit light-beacon, lat. 37° 39' S., long. 176° 11' E. (*approx.*).

Description.—A black buoy numbered “1.”

Remarks.—No. 1 black buoy, formerly situated about three-quarters of a cable eastward from Sulphur point spit light-beacon, has been withdrawn.

(b) *Position*.—On the eastern side of the channel, at a distance of 2·84 cables, 125°, from the same light-beacon.

Description.—A black buoy numbered “2.”

(c) *Position*.—On the western side of the channel, at a distance of 2·50 cables, 129°, from the same light-beacon.

Description.—A red buoy.

Remarks.—The black buoy, formerly situated about one cable westward from position (c), has been withdrawn.

(d) *Position*.—On the eastern side of the channel, at a distance of 4·20 cables, 041°, from Mission point ▲.

Description.—A black buoy numbered “3.”

Remarks.—The black buoy, formerly situated about 1½ cables southward from position (d), has been withdrawn.

(e) *Position*.—On the eastern side of the channel, at a distance of 1·64 cables, 093°, from Mission point ▲.

Description.—A black buoy numbered “4.”

Note.—The foregoing buoys, which have been established, mark a new dredged channel to Tauranga. The note “*Dredged to 12 feet (1921)*” is to be inserted on the chart between the new buoys mentioned in (b) and (c) above.

Chart affected.—No. 2521, Tauranga harbour.

Publication.—New Zealand Pilot, 1919, pages 239, 240.

Authority.—Wellington Notice No. 60 of 1921. (*H. 7571-21*.)

AUSTRALIA—TORRES STRAIT APPROACH.

Merkara Shoal—Light-Vessel south-westward of, to be expunged from Charts.

No. 88 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 64 of 1922), are republished:—

Former Notices.—No. 1270 of 1919; and [No 1571 of 1919 (*This Office Nos. 184 and 243 of 1919*) (hereby cancelled)].

Position.—At a distance of about 20 miles south-westward from Merkara shoal.

Lat 10° 40' S., long. 140° 55' E. (*approx.*).

Remarks.—Owing to the indefinite postponement of the establishment of the “Carpentaria” light-vessel it is now to be expunged from the charts.

Charts affected.—No. 447, Western approaches to Torres strait.

,, 2759a, Australia—northern portion.

,, 780, Pacific ocean—south-west sheet.

Publications.—List of Lights, Part VI., 1921, No. 2753.

List of Lights, Part VI., 1922 (*in press*).

Australia Pilot, Vol. III., 1916, page 245; Supplement No. 3, 1921.

Authority.—Hydrographic Department. (H. 5429-21.)

JAVA, NORTH COAST.

Cheribon Road—Lights established to mark Wreck.

No. 89 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 66 of 1922), are re-published:—

Former Notice.—No. 2140 of 1921. (*This Office No. 41 of 1922.*)

Position.—At a distance of approximately 1.80 miles, 054°, from the group flashing white light at the inner end of the eastern mole.

Lat. 6° 42' S., long. 108° 36' E. (*approx.*).

Remarks.—The wreck of the coal barge notified in the former Notice has been marked by lights, particulars of which are not given.

Charts affected.—No. 932, Plan of Cheribon road.

” 1653, Island of Java—western portion.

Authority.—Hague Notice No. 2574 of 1921. (H. 7848-21.)

EASTERN ARCHIPELAGO—JAVA SEA.

Willem Island Reef—To be expunged from Chart No. 1696.

No. 90 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 67 of 1922), are re-published:—

Former Notice.—No. 1408 of 1921. (*This Office No. 364 of 1921.*)

Position.—Lat. 6° 34' S., long. 116° 42' E. (*approx.*).

Details.—Willem island reef is to be expunged from chart No. 1696, which was not included in the list of charts affected by the former Notice quoted above.

Chart affected.—No. 1696, Lombok to Flores.

Authority.—Hydrographic Department. (H. 1612-21.)

INDIA, WEST COAST—BOMBAY HARBOUR.

Bombay harbour—Non-existence of wreck.

No. 91 (*first publication*).—

Former Notice.—No. 81 of 1922.

Subject.—The wreck of the bugalow reported in the above notice has been blown up and is no longer a danger to navigation.

Authority.—Director of the Royal Indian Marine, Bombay, Notice dated 13th February 1922.

The 10th February 1922.

BRITISH POSSESSIONS.

Caution when approaching British Ports.

No. 71 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1 of 1922), are re-published:—

PART I.

Closing of Ports.

Former Notice.—No. 1 of 1921. (*This office No. 59 of 1921*); hereby cancelled.

(1) My Lords Commissioners of the Admiralty, having taken into consideration the fact that it may be necessary to forbid all entrance to certain ports of the Empire, this is to give notice that on approaching the shores of the United Kingdom, or any of the ports or localities of the British Empire, a sharp look-out should be kept for the signals described in the following paragraph, and for the vessels mentioned in paragraph (5), Part II, of this notice, and the distinguishing and other signals made by them. In the event of such signals being displayed, the port or locality should be approached with great caution, as it may be apprehended that obstructions may exist.

(2) If entrance to a port is prohibited three *red* vertical lights by night, or three *red* vertical balls by day, will be exhibited in some conspicuous position, in or near to its approach, which signals will also be shown by the vessels indicated in paragraph (5), Part II, of this notice.

If these signals are displayed, vessels must approach the port with the greatest caution and implicitly obey all orders or signals given them by the Examination vessel or signal station.

(3) At some ports or localities at home or abroad, search-lights are occasionally exhibited for exercise.

Instructions have been given to avoid directing moveable search-lights during practice on to vessels under way, but mariners are warned that great care should be taken to keep a sharp look-out for the signals indicated in paragraph (2) above, when search-lights are observed to be working.

PART II.

Examination Service.

(4) In certain circumstances it is also necessary to take special measures to examine vessels desiring to enter ports or localities at home or abroad.

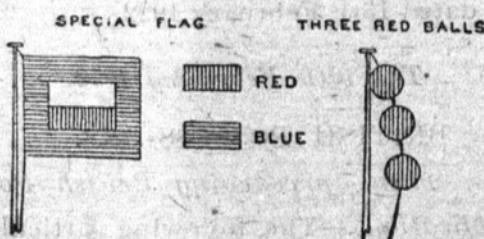
(5) In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph (7) will be charged with the duty of examining ships which desire to enter the port and of allotting positions in which they shall anchor. If Government vessels, or vessels belonging to the local port authority, are found patrolling in the offing, merchant vessels are advised to communicate with such vessels with a view to obtaining information as to the course on which they should approach the port. Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

(6) As the institution of the Examination Service at any port will never be publicly advertised, especial care should be taken in approaching the ports, by day or night, to keep a sharp look-out for any vessel carrying the flags or lights mentioned in paragraph (7), and to be ready to "bring to" at once when hailed by her or warned by the firing of a gun or sound rocket.

In approaching by night any British port in the United Kingdom or abroad, serious delay and risk will be avoided if four efficient all round lanterns, two *red* and two *white*, are kept available for use.

(7) **By day** the distinguishing flag of the Examination Steamer will be a special flag (white and red horizontal surrounded by a blue border).

Also, three red vertical balls if the port is closed.



Usually the Examination Steamers will fly the blue ensign, but in certain circumstances they may fly the white ensign.

By night the steamer will carry:—

- (a) Three *red* vertical lights if the port is closed.
- (b) Three *white* vertical lights if the port is open.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

(8) Masters are warned that, when approaching a British port where the Examination Service is in force, they must have the signal letters of their vessel ready to hoist immediately the Examination Steamer makes the signal : "What ship is that?"

(9) Masters are warned that, before attempting to enter any port when the Examination Service is in force, they must in their own interests strictly obey all instructions given to them by the Examination Steamer.

Whilst at anchor in the Examination Anchorage, Masters are warned that it is forbidden, except for the purpose of avoiding accident, to do any of the following things, without permission from the Examining Officer :—

- To lower any boat.
- To communicate with the shore or with other ships.
- To move the ship.
- To work cables.
- To allow any person or thing to leave the ship.

(10) In case of fog, Masters are enjoined to use the utmost care, and the port should be approached with caution.

(11) When the Examination Service is in force merchant vessels when approaching ports are especially cautioned against making use of private signals of any description, either by day or night; the use of them will render a vessel liable to be fired on.

(12) The pilots attached to the ports will be acquainted with the regulations to be followed.

PART III.

Mine-sweeping Operations.

H. M. Vessels engaged in mine-sweeping operations or exercises are hampered to a considerable extent in their manoeuvring powers.

With a view to indicating the nature of the work on which they are engaged, these vessels will show the signals hereinafter mentioned. For the public safety all other vessels, whether steamers or sailing craft, should endeavour to keep out of the way of vessels flying these signals and not approach them inside the distances mentioned herein, specially remembering that it is dangerous to pass between the vessels of a pair or group sweeping together.

1. SIGNALS THAT WILL BE SHOWN BY DAY.

(a) By vessels working singly :—

A black ball at the foremast head, and a similar ball at each yard-arm or where they can best be seen.

Vessels showing this signal should not be approached nearer than 900 yards (822^m9).

(b) By vessels working in pairs or groups :—

A black ball at the foremast head, and a similar ball at the yard-arm or where it can best be seen, on that side on which it is dangerous to pass.

Vessels should not pass within a distance of 400 yards (365^m8) astern of a pair or group of sweepers, or when more than one pair or group are working in company within a distance of 400 yards (365^m8) astern of the rear pair or group. They should on no account attempt to pass between pairs or groups working in company.

2. SIGNALS THAT WILL BE SHOWN BY NIGHT.

As for day, except that all round green lights will be used in a similar manner to and in place of the black balls.

Note.

This Notice is a republication of Notice No. 1 of 1921. (This office No. 59 of 1921.)

Authority.—The Lords Commissioners of the Admiralty. (H. 7011-21.)

AIRCRAFT.

Information with regard to Distress Signals by Day and Night.

No. 72 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 7 of 1922), are republished:—

Former Notice.—No. 11 of 1921. (*This office No. 61 of 1921.*)

Mariners and others are notified that when any aircraft is in distress and requires assistance, the following shall be the signals displayed by her, either together or separately:—

- I. The International Signal "S.O.S." by means of Visual or Wireless Telegraphy.
- II. The International Code Signal of Distress indicated by N.C.
- III. The Distant Signal consisting of a square flag having above or below it a ball or anything resembling a ball.
- IV. A continuous sounding with any sound apparatus.
- V. A signal consisting of a succession of White Very's lights, fired at short intervals.
- VI. A white flare from which at intervals of about 3 seconds a white light is ejected into the air.

Note.—The above signals are subject to such modification as shall be published from time to time.

Remarks.—This Notice is a revision of the former Notice quoted above.

Authority.—Air Ministry. (H. 7018-21.)

MALACCA STRAIT—PORT SWETTENHAM APPROACH.

Tanjong Sau Light—Alteration in Characteristics.

No. 73 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 9 of 1922), are republished:—

Position.—Lat. $3^{\circ} 00'$ N., long. $101^{\circ} 20'$ E. (*approx.*).

New abridged description.—Lt. Occ. ev. 30 sec., vis. 14 m.

Details.—The two fixed white (vertical) lights have been replaced by a light having the undermentioned characteristics:—

Character.—Occulting white every thirty seconds, thus:

| Light, | eclipse. |
|---------|----------|
| 20 sec. | 10 sec. |

Visibility.—14 miles.

Remarks.—The other characteristics of the light are not stated.

Charts affected.—No. 2153, Port Swettenham.

„ 3453, Klang strait and approaches.

„ 794, Pulo Berhala to Cape Rachado.

Publications.—List of Lights, Part VI, 1921, No. 755.

China Sea Pilot, Vol. I, 1916, page 210.

Authority.—Harbour Master, Selangor, Port Swettenham. (H. 7542-21.)

SUMATRA—WEST COAST.

(1) *Ayer Bangies to Padang—Amendments to the Charts.*

(2) *Batu and Mentawi islands—General amendments to the Charts.*

No. 74 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 10 of 1922), are republished:—

(1) Ayer Bangies to Padang.

Position.—Ayer Bangies, lat. $0^{\circ} 11'$ N., long. $99^{\circ} 24'$ E. (approx.).
Padang, lat. $0^{\circ} 58'$ S., long. $100^{\circ} 21'$ E. (approx.).

Details.—Amendments to the charts with regard to shoals and depths between the two places mentioned above are shown on the accompanying reproduction of a portion of chart No. 2760; certain minor amendments to the topography are also shown on this reproduction.

(2) Batu and Mentawi Islands.

Position.—Katorei bay, Seaflower channel, lat. $1^{\circ} 45'$ S., long. $99^{\circ} 15'$ E. (approx.).

Details.—Extensive amendments to the charts with regard to Batu and Mentawi islands and the depths and shoals in vicinity, embodying the latest information received, are shown on the accompanying reproductions of portions of charts Nos. 2760, 2761 and 748b.

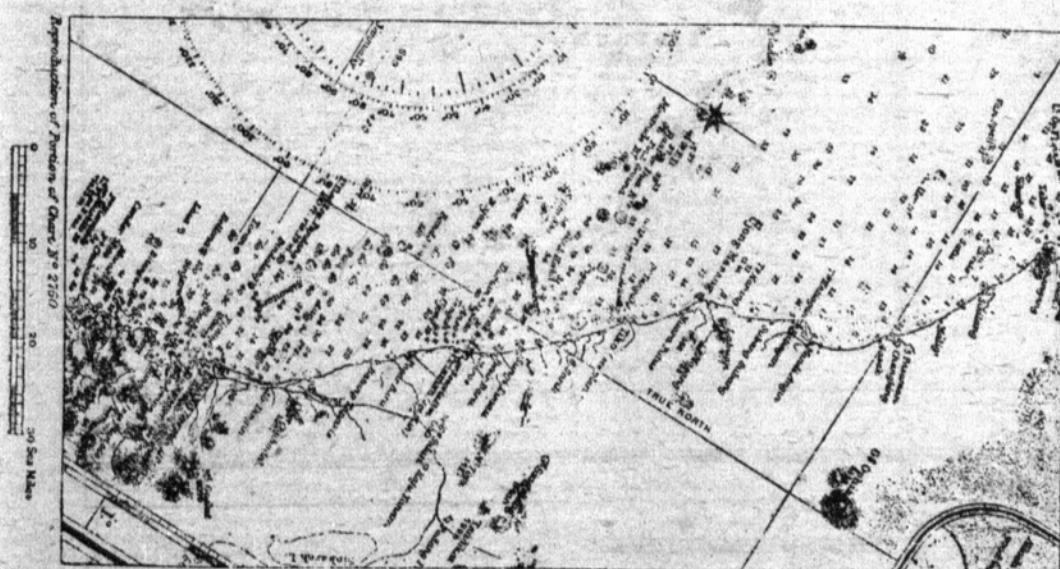
Charts affected.—No. 2760, Acheh head to Chingkuk bay.

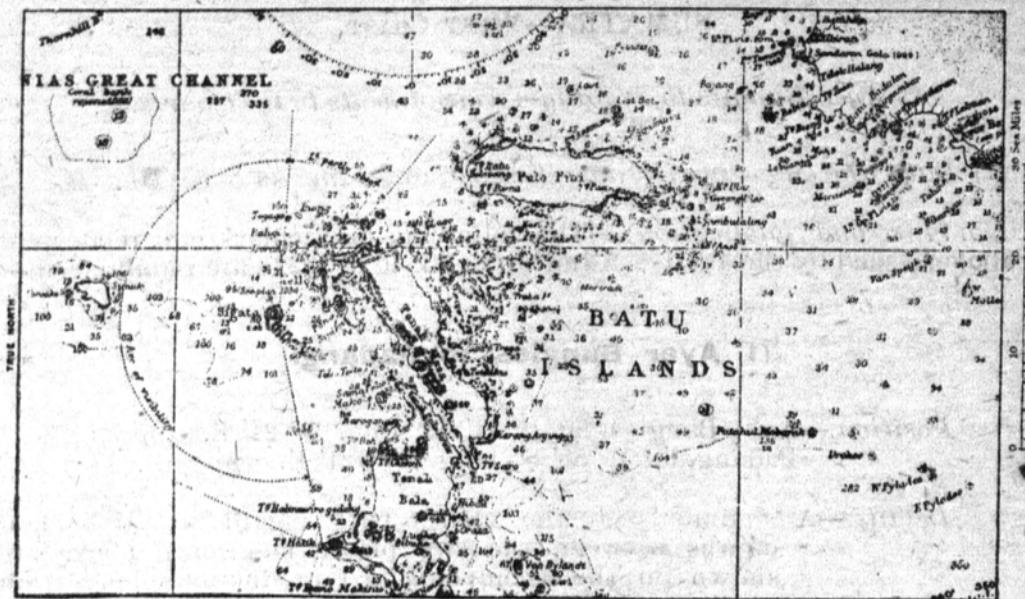
„ 2761, Chingkuk bay to the Strait of Sunda.

„ 748b, Indian ocean—northern portion.

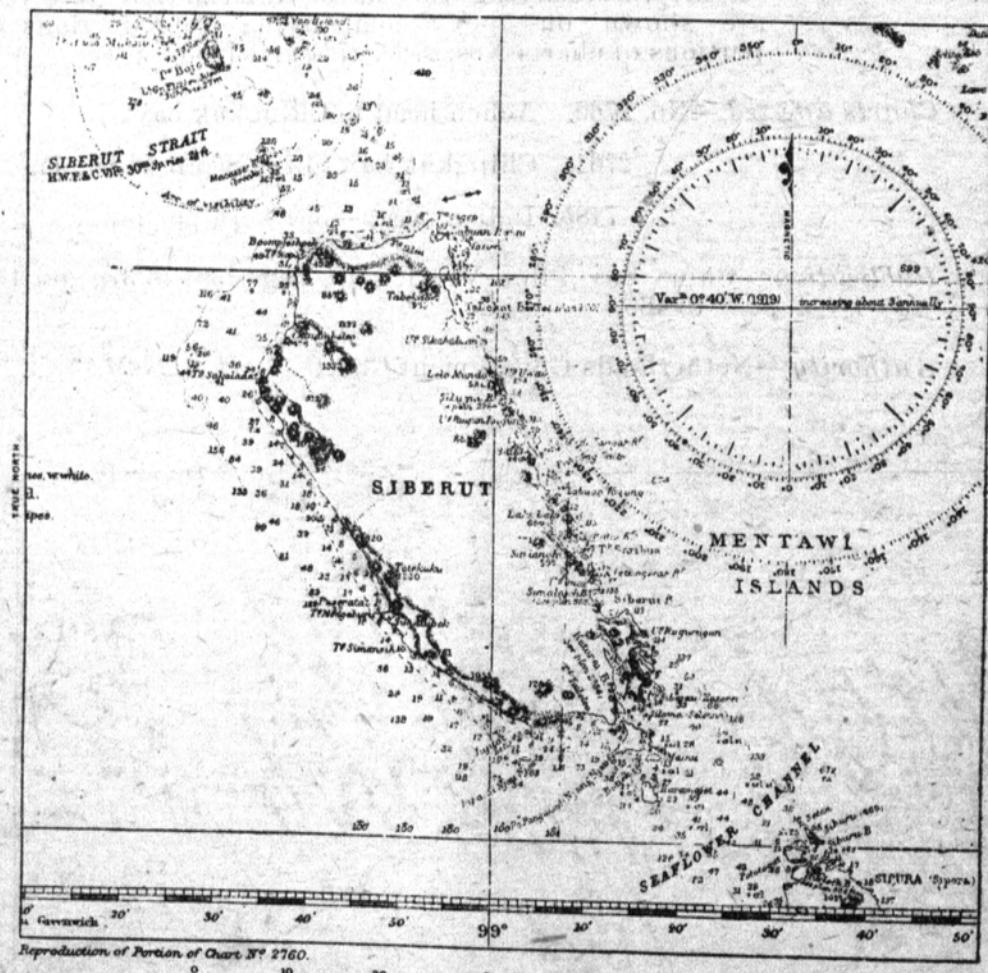
Publication.—China Sea Pilot, Vol. I, 1916, pages 364 to 379 and 436 to 466.

Authority.—Netherlands Government Charts. (H. 4123-21.)



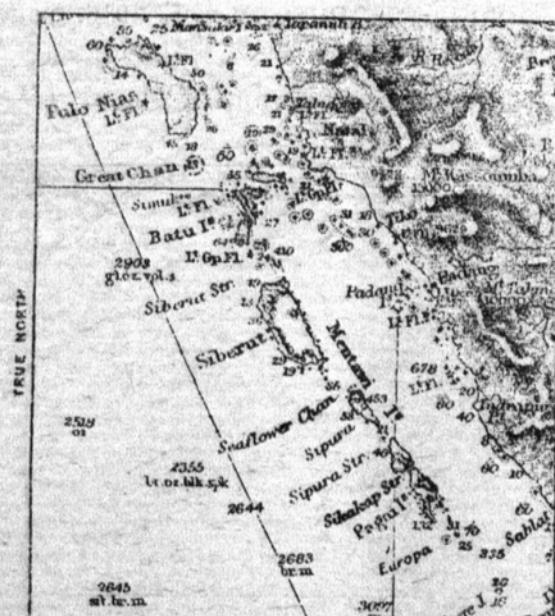
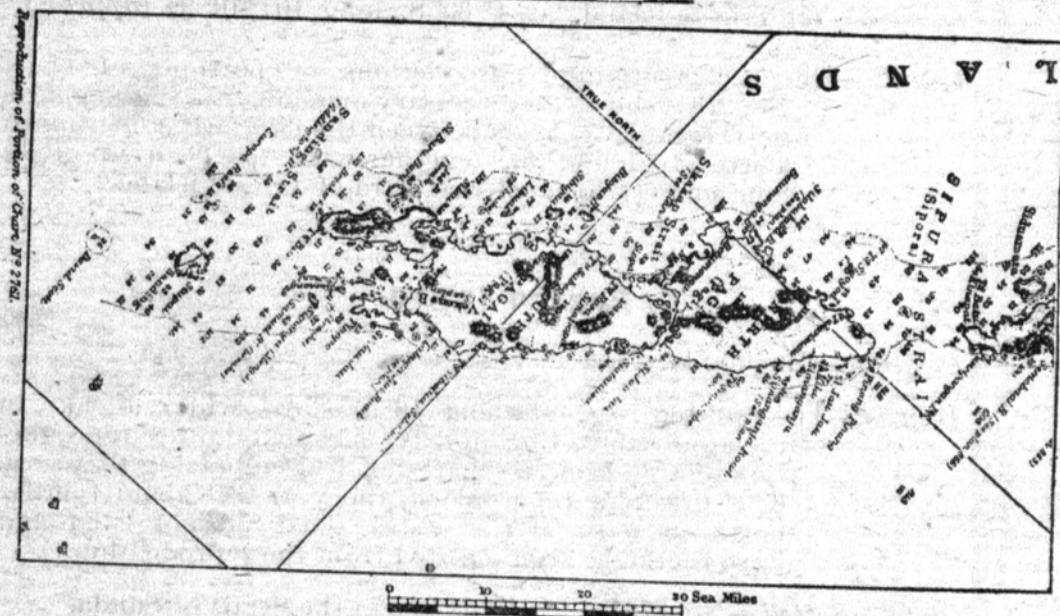
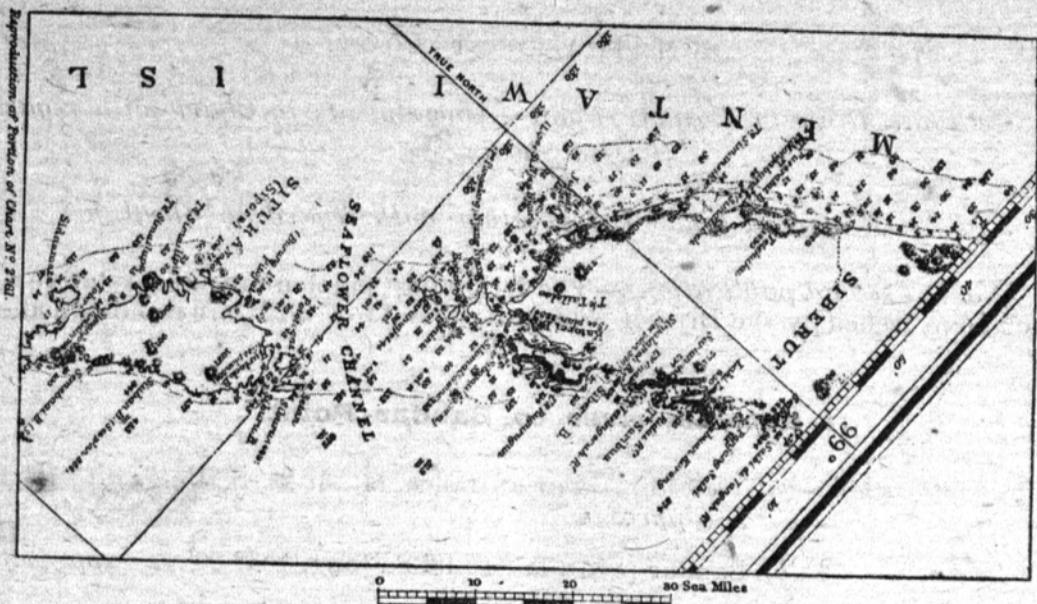


Reproduced from the Hydrographic Department of the Admiralty.



Reproduced from the Hydrographic Department of the Admiralty.

APPENDIX TO THE CALCUTTA GAZETTE, MAR. 1, 1922. 155



Reproduction of Portion of Chart N° 7482

0 60 120 180 Sea Miles

SUMATRA—WEST COAST.

(1) *Ketahun River to Bandar Point—Amendments to Chart with regard to Shoals.*

(2) *Engano island—Information with regard to Shoal.*

No. 75 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 11 of 1922), are republished:—

(1) Ketahun river to Bandar Point.

Position.—(a) Ketahun river entrance, lat. $3^{\circ} 24'$ S., long. $101^{\circ} 49'$ E. (approx.).

(b) Bandar point, lat. $4^{\circ} 48'$ S., long. $103^{\circ} 20'$ E. (approx.).

(c) Trieste island, lat. $4^{\circ} 00'$ S., long $101^{\circ} 01'$ E. (approx.).

Details.—The accompanying reproductions of portions of chart No. 2761 show the necessary amendments to the charts with regard to shoals between the two places mentioned above at (a) and (b), together with the position of an 8-fathom ($14^{\text{m}}6$) shoal westward of Trieste island.

(2) Engano Island.

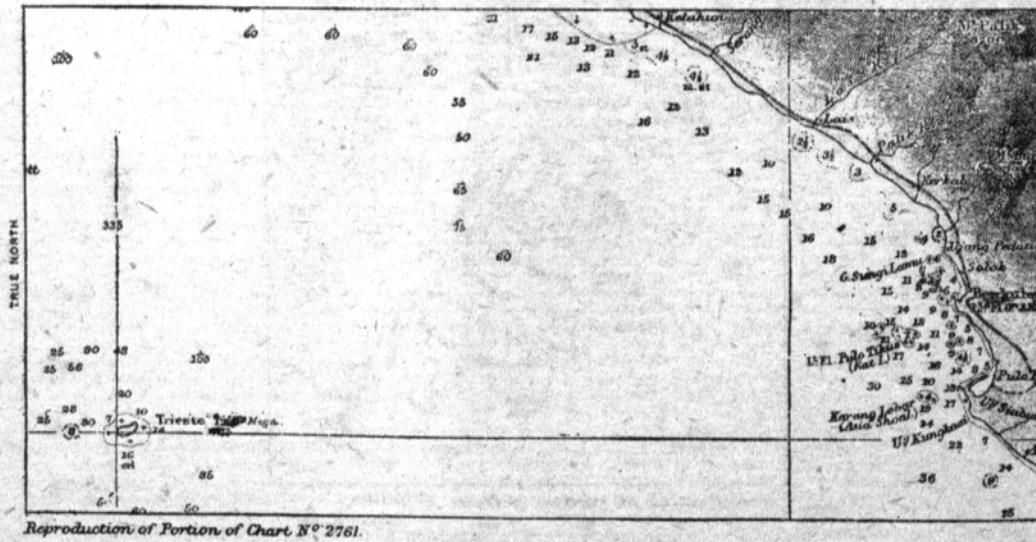
Position.—Engano bay, lat. $5^{\circ} 28'$ S., long. $102^{\circ} 22'$ E. (approx.).

Details.—The position of a 9-fathom ($16^{\text{m}}5$) shoal which breaks, in the approach to Engano bay, is shown on the reproduction of a portion of chart No. 2761 embracing that area. The breakers reported in the year 1918 about 4 miles north-eastward of the above shoal do not exist and have therefore been omitted from the reproduction.

Chart affected.—No. 2761, Chingkuk bay to the Strait of Sunda.

Publication.—China Sea Pilot, Vol. I, 1916, pages 394 to 399, 468; Supplement No. 5, 1921.

Authority.—Netherlands Government Chart. (H. 6995 & 6998-21.)



CHINA SEA—SINGAPORE MAIN STRAIT.

Pulo Belakang Padang—Light established.

No. 77 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 15 of 1922), are republished:—

Position.—Near the northern extremity of the shore reef surrounding Pulo Belakang Padang.

Lat. $1^{\circ} 10' 03''$ N., long. $103^{\circ} 52' 57''$ E. (approx.).

Abridged description.—Lt. Fl. Gn. ev. 3 sec.

Character.—*Flashing green every three seconds, thus:*

| | |
|--------|----------|
| Flash. | eclipse. |
| 1 sec. | 2 sec. |

Remarks—The other characteristics are not stated.

Charts affected.—No. 1994, Western approaches to Singapore.

„ 2403, Singapore strait.

„ 795, Cape Rachado to Singapore.

Publications.—List of Lights, Part VI, 1921, No. 790a.

China Sea Pilot, Vol. I, 1916, page 245.

Authority.—Hague Notice No. 2441 of 1921. (H. 7611-21.)

NEW ZEALAND—NORTH ISLAND.

Auckland Harbour—Wharf under construction.

No. 78 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 16 of 1922), are republished:—

Position.—Hobson wharf, lat. $36^{\circ} 50'$ S., long. $174^{\circ} 46'$ E. (approx.).

Details.—A new wharf, which will extend northward from Hobson wharf, is now under construction.

Note.—The note “*Works in progress (1921)*” is to be placed on the chart.

Chart affected.—No. 1970, Auckland harbour and approaches, with plan.

Publication.—New Zealand Pilot, 1919, page 191.

Authority.—Wellington Notice No. 59 of 1921. (H. 7570-21.)

SUMATRA—WEST COAST.

Pulo Pisang Kru Light—Amended Arc of Visibility.

No. 79 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 17 of 1922), are republished:—

Position.—Lat. $5^{\circ} 07'$ S., long. $103^{\circ} 50'$ E. (approx.).

Details.—The arc of visibility of this flashing white light is from 270° , through north, to 101° , and not as shown on the chart.

Note.—The western limit of the arc of visibility is to be inserted on chart No. 2761 with the note “*Light not visible North of this line.*”

Charts affected.—No. 866, Plan of Pulo Pisang harbour and Kru road.

„ 2761, Chingkuk bay to the Strait of Sunda.

Publication.—List of Lights, Part VI, 1921, No. 845.

Authority.—Hague Notice No. 2439 of 1921. (H. 7610-21.)

PERSIAN GULF—EASTERN SHORE.

Bashi—Information with regard to Depth.

No. 80 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 19 of 1922), are republished:—

Position.—At a distance of about 2 miles south-westward of Bashi village.

Lat. $28^{\circ} 38' 30''$ N., long. $51^{\circ} 02' 15''$ E.

Details.—A depth of $2\frac{1}{2}$ fathoms (5 m) exists in the vicinity of the above position.

Chart affected.—No. 2837b, Persian gulf—western sheet.

Publication—Persian Gulf Pilot, 1915, page 256.

Authority.—H.M.S. *Crocus*. (H. 7003-21.)

INDIA, WEST COAST—BOMBAY HARBOUR.

Caution.—Report of a derelict bugalow.

No. 81 (second publication).—

Subject.—The Port Officer, Bombay, reports a sunken wreck of a large bugalow with a mast visible about 3 feet above high water.

Position.—Due south of Prongs lighthouse, 3 miles distant (approx.) in the Fairway.

Remarks.—She will probably drift out to seaward with present tide.

Caution.—Mariners are warned accordingly.

Authority.—Director of the Royal Indian Marine, Bombay, Notices dated 31st January and 4th February 1922.

BAY OF BENGAL.

Caution.—Report of a floating wreckage.

No. 82 (second publication).—

Subject.—The Master of the SS. "Trautenfels" reports having passed the floating wreckage of a small craft in the following position:—

Position.—Lat. $18^{\circ} 47'$ N., long. $90^{\circ} 28'$ E.

Caution.—Mariners are hereby warned.

Charts temporarily affected.—No. 70, Bay of Bengal.

„ 829, Cocanada to Bassein river.

Authority.—Arrival Report of the SS. "Trautenfels" dated 8th February 1922.

AFRICA, EAST COAST.—TANGA BAY.

Kwawa Reef-Buoy Southward of replaced by red conical buoy.

No. 83 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 7M. of 1922), are republished:—

Position.—Lat. $5^{\circ} 02\frac{1}{4}'$ S., long. $39^{\circ} 08'$ E. (approximate).

Details.—The red drum buoy, surmounted by square top mark, marking the Southern extremity of Kwawa Reef, Southward of Ras Chongoliani, has been replaced by a red conical buoy, with cage.

Charts affected.—No. 663, Mansa and Tanga Bays.

„ 1390, Chale Point to Pangani.

„ 664, Zanzibar to Malindi.

Publication.—East Coast of Africa Pilot, 1915, page 451, Supplement No. 4, 1920.

Authority.—The Commander in Chief, East Indies, dated the 1st January 1922.

CHINA—NORTH COAST.

Northern entrance to Chefoo inner harbour—Position of Mole End light-beacon.

No. 84 (second publication).—The Coast Inspector, Shanghai, has given notice (No. 744 of 1922) that the Mole End Light, Northern Entrance to Chefoo Inner Harbour, is now exhibited from a red iron trestle structure situated on the Mole, 160 feet from its eastern end. From the Light-beacon, Tower Hill Lighthouse bears S. $6^{\circ} 20'$ E., distant 5 cables. The characteristics of the light remain unchanged.

INDIA, BAY OF BENGAL.

HUGHLI RIVER APPROACH, SANDHEADS.

Eastern Channel light-vessel—Exhibition of blue-light flare.

No. 85-I (second publication).—

Subject.—The “blue-light flare” exhibited from the light-vessel at the Eastern Channel Station, Sandheads, will in future be exhibited between the dates 15th March and 31st October only.

The “blue-light flare” will be discontinued between the dates 1st November and 14th March, both days inclusive, commencing 1st November 1922.

Position.—Lat. $20^{\circ} 53'$ N., long. $88^{\circ} 12'$ E.

Charts affected.—No. 70, Bay of Bengal.

„ 829, Cocanada to Bassein river.

„ 814, The Sandheads—False Point to Matla river.

Publications.—List of Lights, Part VI, 1921, No. 606 (Remarks).

Bay of Bengal Pilot, 1910, page 290.

Authority.—Deputy Conservator, Port of Calcutta, letter No. 986, dated 8th February 1922.

The 3rd February 1922.

BAY OF BENGAL—BURMA COAST.

Rangoon River entrance—Pilot Brig “Kyauktan” replaced on Station.

No. 56 (third publication).—

Former Notice.—No. 469 of 1921.

Subject.—The Pilot Brig “Kyauktan” was replaced on the Pilot Station on the 27th January 1922.

Charts affected.—No. 833, Rangoon river and approaches.

„ 823, Koronge island to White Point.

„ 830, Bassein river to Pulo Penang.

Publication.—Bay of Bengal Pilot, 1910, page 458; Supplement No. 5 of 1920.

Authority.—Deputy Conservator, Port of Rangoon, Notice dated 25th January 1922.

Depth.—3½ fathoms (6m4).

Note.—The shoal is to be marked on the charts with the note “P.D.”

Charts affected.—No. 3365, Port Hamilton to Mackau group.

” 104, Korean archipelago—southern portion.

” 3480, Shantung promontory to Nagasaki.

” 1262, Hongkong to Gulf of Liau-tung.

” 2347, Honshū, Kiusiu and Shikoku, &c.

Publications.—E.C. Korea, &c., Pilot, 1913, page 40.

China Sea Pilot, Vol. V, 1912, page 656.

Authority.—Tokyo Notice No. 368 of 1921. (H. 7455-21.)

JAPAN—HONSHŪ, SOUTH COAST.

Yokohama Harbour—Beacon and Light-Buoy established to mark Works in progress.

No. 62 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2201 of 1921), are republished:—

(a) *Beacon*:

Position.—On the northern breakwater, at a distance of 4·42 cables, 326°, from the fixed red light on the south-eastern end.

Lat. 35° 28' N., long. 139° 39' E. (approx.).

Description.—A wooden beacon.

(b) *Light-buoy*:

Position.—At a distance of 4·20 cables, 308°, from the light on the south-eastern end of the northern breakwater.

Description.—A light-buoy exhibiting an *occulting green* light.

Remarks.—Reclamation works are in progress within the area lying between the breakwater and a line joining its western end with the light-buoy described above, terminated by a line joining the beacon and the light-buoy.

Note.—The above area is to be shown on the chart in pecked lines, with the note “*Reclamation Works in progress (1921).*”

Charts affected.—No. 3109, Yokohama bay.

” 3548, Yokohama to Uraga.

Publication.—Japan Pilot, 1914, page 206.

Authority.—Tokyo Notice No. 344 of 1921. (H. 7146-21.)

SOUTH AFRICA—NATAL.

Sordwana and Approach—Flagstaff and Beacons removed; Reef reported.

No. 63 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2211 of 1921), are republished:—

(1) *Flagstaff and beacons removed*:

Position.—Site of flagstaff, lat. 27° 33' S., long. 32° 43' E. (approx.).

Details.—The flagstaff and beacons shown on the plan of Sordwana road on the undermentioned chart do not exist and are to be expunged.

The words “*Site of*” are to be prefixed to the word “*Flagstaff*” on the plan and in the title of the plan.

(2) Reef reported :

Position.—At a distance of about 2 miles southward of Sordwana river entrance.

Lat. $27^{\circ} 34' 45''$ S., long. $32^{\circ} 42' 45''$ E. (approx.).

Details.—From the above position the reef is reported to extend in a north-easterly direction, the northern extremity being about half a mile from the shore.

Note.—The reef is to be indicated on the chart in pecked lines and marked with the note “*Reef reported (1921) (P.A.)*.”

Chart affected.—No. 2089, Tugela river to Delagoa bay, with plan.

Publication.—Africa Pilot, Part III, 1915, pages 185, 186.

Authority.—General Manager, South African Railways and Harbours. (H. 7625-21.)

INDIA, WEST COAST—ARABIAN SEA.

Minikoi Island Light—Caution with regard to Visibility.

No. 64 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2212 of 1921), are re-published:—

Position.—Lat. $8^{\circ} 16'$ N., long. $73^{\circ} 01'$ E. (approx.).

Caution.—At distances of more than 6 miles Minikoi light is visible all round the horizon: but at distances of less than 6 miles the light is obscured by trees on certain bearings.

Note.—The obscured sector is to be expunged from the chart, and the following cautionary note inserted on the plan of Minikoi island on chart No. 827:—

“CAUTION.”

“ *When within 6 miles Minikoi light is obscured by trees between certain bearings, for details of which see Admiralty List of Lights.*”

Chart affected.—No. 827, Vengurla to Cape Comorin, with plan.

Publications.—List of Lights, Part VI, 1921, No. 471.

W. C. India Pilot, 1919, page 381.

Authority.—Board of Trade. (H. 2568-21.)

JAPAN—TSUGARU KAIKYO.

Oma Zaki—Light and Fog-Signal established.

No. 65 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2213 of 1921), are republished:—

(a) Light :

Position.—On Benten jima.

Lat. $41^{\circ} 33' 18''$ N., long. $140^{\circ} 54' 42''$ E.

Abridged description.—Lt. Gp. Fl. (3) ev. 30 sec., 116 ft., vis. 17 m.

Characteristics :

Character.—Group *flashing white* showing *three flashes every thirty seconds*, thus :

| | |
|-----------------------|-----------------|
| <u>Three flashes,</u> | <u>eclipse.</u> |
| 12 sec. | 18 sec. |

Elevation.—116 feet (35^m 4).

Visibility.—17 miles, from 008° through east to 317°.

Power.—30,000 candles.

Structure.—Octagonal tower painted in black and white horizontal bands, 75 feet (22^m 9) in height.

(b) Fog-signal :

Description.—A siren sounding *one blast every fifty-four seconds*, thus :

| | |
|---------------|----------------|
| <u>Blast,</u> | <u>silent.</u> |
| 4 sec. | 50 sec. |

Charts affected.—No. 2441, Tsugaru kaikyo.

.. 3409, Ishinomaki wan and Sakata ko to Tsugaru kaikyo.

.. 452, Hokushū island.

.. 2347, Honshū, Kiusiu and Shikoku, &c.

.. 2405, The Kuril islands.

.. 2459, North-west Pacific ocean, &c.

Publications.—List of Lights, Part VI, 1921, No. 2081.
Japan Pilot, 1914, page 673.

Authority—Tokyo, Department of Communications, Notice No. 1889 of 1921. (H. 7325-21.)

SUMATRA, WEST COAST—SUNDA STRAIT APPROACHES.

Belimbang Bay Approaches—Amendments to Charts with regard to Shoals.

No. 66 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2217 of 1921), are republished :—

Position.—Flat cape, lat. 5° 56' S., long. 104° 33' E. (approx.).

Details.—The accompanying reproduction of portions of charts Nos. 2056, 2761 and 941a shows the necessary amendments to those charts with regard to shoals and depths in the approaches to Belimbang bay.

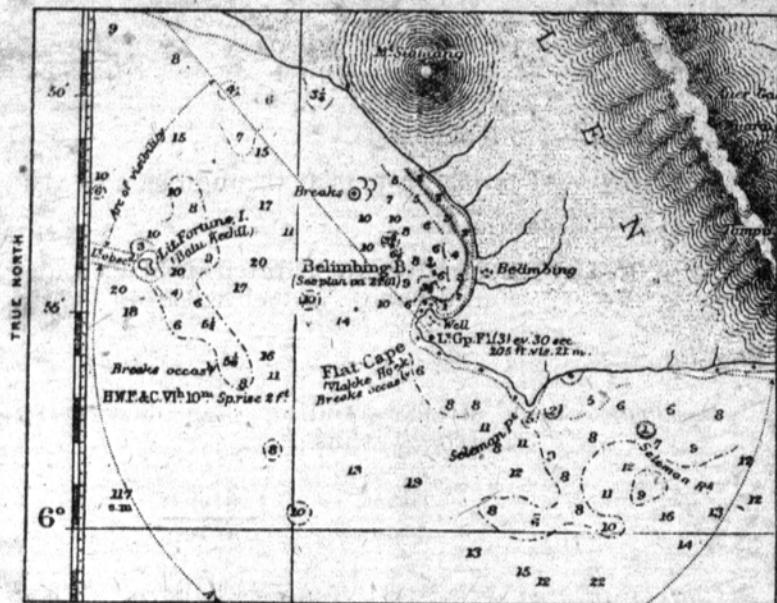
Charts affected.—No. 2056, Sunda strait and approaches.

- .. 2761, Chingkuk bay to the Strait of Sunda.
- .. 941a, Eastern archipelago—sheet I.
- .. 1263, China sea.

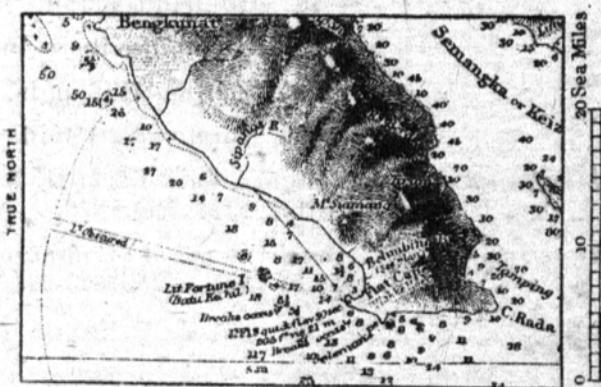
Publications.—China Sea Pilot, Vol. I, 1916, page 402.

China Sea Pilot, Vol. II, 1915, pages 47, 48.

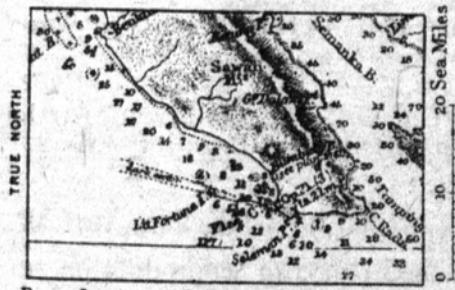
Authority.—Netherlands Government Chart. (H. 7129-21.)



Reproduction of Portion of Chart No. 2056.



Reproduction of Portion of Chart No. 2761.



Reproduction of Portion of Chart No. 941A.

NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

Dunkin Reef to be expunged from Charts.

No. 67 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2220 of 1921), are re-published:—

Position.—Lat. 9° 15' N., long. 153° 55' E. (approx.).

Details.—Dunkin reef is considered not to exist as a result of a recent examination and is to be expunged from the charts.

Charts affected.—No. 980, Caroline islands.

“ 781, Pacific ocean—north-west sheet.

“ 2483, Atlantic and Indian oceans, etc.

“ 2683, Pacific ocean.

“ 2937, Oceanic soundings, Indian and Western Pacific oceans.

“ 42, North Pacific Gnomonic chart.

Publication.—Pacific Islands Pilot. Vol. I, 1921, page 608.

Authority.—Tokyo Notice No. 331 of 1921. (H. 7140-21.)

KOREA, WEST COAST—CHEMULPHO SOUTHERN APPROACH.

An Kol Creek Entrance—Existence of Shoal.

No. 68 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2221 of 1921), are republished:—

Position.—At a distance of 1·04 miles, 206° , from So wolmi (Soorumi to) lighthouse.

Lat. $37^{\circ} 27'$ N., long. $126^{\circ} 35'$ E. (*approx.*).

Depth.—2 fathoms (3^m7), rock.

Charts affected.—No. 1270, Approaches to Chemulpho anchorage, with plan.

“ 1258, Approaches to Seoul.

Publication.—China Sea Pilot, Vol. V, 1912, page 608.

Authority.—Tokyo Notice No. 324 of 1921. (H. 7137-21.)

CHINA, SOUTH COAST—HONGKONG APPROACH.

Kap Sing Light—Correction to Chart No. 3280.

No. 69 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2224 of 1921), are republished:—

Former Notice.—No. 1347 of 1921. (*This office No. 354 of 1921.*)

Position.—Lat. $22^{\circ} 20'$ N., long. $114^{\circ} 04'$ E. (*approx.*).

Abridged description.—Lt. Gp. Fl. (2) ev. 10 sec., 124 ft., vis. 5 m.

Details.—Chart No. 3280 was not included in the list of charts affected by the former Notice quoted above, which notified an amended character for Kap Sing light. This chart is to be corrected accordingly.

Chart affected.—No. 3280, Hongkong waters—west.

Publication.—List of Lights, Part VI, 1921, No. 1513.

Authority.—Hydrographic Department. (H. 7736-21.)

CHINA, EAST COAST.—VICINITY OF SONGMEN POINT.

Flat Rock.—Obstruction reported ; rock and shoals located.

No. 70 (third publication).—The Coast Inspector, Shanghai, has given Notice (No. 743 of 1921) that a submerged obstruction was recently reported to the south-eastward of the Flat Rock situated 2·9 miles S. 34° W., magnetic, from Songmen Point, and that a consequent examination of the area located the following rock and shoals :—

A rock, awash at low water of spring tides, in a position from which the summit of Flat Rock bears N. $54\frac{3}{4}^{\circ}$ W. magnetic, distant about $\frac{3}{4}$ cable.

A shoal patch, with a least depth of 25 feet at low water of spring tides, in a position from which the summit of Flat Rock bears N. 56° W., magnetic, distant $4\frac{1}{2}$ cables.

A shoal patch, with a least depth of 22 feet at low water of spring tides, in a position from which the summit of Flat Rock bears S. $15\frac{1}{2}^{\circ}$ W., magnetic, distant 4 cables.

P. G. GLANVILLE, COMMANDER, R.I.M.,
Dy. Port Officer of Calcutta.